

7.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

7.1 Public Involvement Plan

At the onset of the project in March 2003, a public involvement plan (PIP) was developed to ensure adequate public involvement would be conducted pursuant to the NEPA process. This plan outlined the types of public involvement that would be conducted and the methods to be utilized to implement the plan. This chapter addresses the types of public involvement conducted as of the date of this FEIS. Information associated with future public involvement is referenced in Section 6.3 of this FEIS.

7.2 Notice of Intent

Notices of Intent (NOI) to prepare an EIS pursuant to NEPA relative to the construction of SIU 1 and SIU 2 of proposed I-49 South were published in the Federal Register on April 7, 2003. A summary of the project along with contact information for FHWA and DOTD was provided.

Upon the DOTD's decision to combine the SIU's into a single EIS, an NOI was published on March 3, 2006, announcing this decision. A summary of the project along with contact information for FHWA and DOTD was provided. The NOI of March 3, 2006, which references those of April 7, 2003, is found in **Appendix 7-A**.

7.3 DOTD Solicitation of Views

A formal Solicitation of Views (SOV) letter was sent on April 2, 2003, for SIU 1 and on April 4, 2003, for SIU 2 to federal and state agencies, non-profit and community organizations, and individuals with an interest in the project. It was determined by FHWA that no SOV letter was required following the NOI of March 3, 2006. Copies of the SOV letters and the list of recipients are contained in **Appendix 7-B**. The SOV letter provided a project summary, project study area map, and contact information for the DOTD and the consultants. Letters received in response to the SOV are in **Appendix 7-C**.

7.4 Public Information Meetings

In accordance with the PIP, during the development of this FEIS, three rounds of public information meetings were conducted in each affected local government jurisdiction, Lafourche, St. Charles and Jefferson Parishes, for each SIU.

The first round of these meetings was held on April 15, 2003 in Lafourche, April 16 and April 22, 2003, in St. Charles, and April 29, 2003 in Jefferson. This round of meetings was designed to provide the public with a general overview of the NEPA process, to introduce the concepts of the proposed I-49 South SIU 1 and SIU 2, and to obtain input from the public on potential alignments. The presentation and the comments received during the first round of public information meetings and during the scoping meetings were incorporated into a report for each SIU entitled *Scoping Process* dated June 2003.

A second round of public information meetings was held on November 6, 2003 in Lafourche, November 4 and 11, 2003, in St. Charles, and November 19, 2003, in Jefferson. Proposed alignment Alternatives were presented for public review and comment at these meetings. Verbal comments recorded at the meetings, e-mailed comments, and other written comments were received either at each of the public meetings or during the ten-day comment period that followed. All comments for and against each alternative alignment were summarized during the continued analysis of alternative alignments. A report for each SIU was prepared summarizing the public information meetings and listing the comments. These reports, entitled *Public Information Meetings Round 2*, were completed in December 2003.

A third round of public information meetings for each SIU was held to present and discuss the build alternatives proposed for study in this DEIS. Meetings were held on May 18, 2004, in Lafourche, May 20 and August 17, 2004, in St. Charles, and August 19, 2004, in Jefferson. The presentation included a summary of impacts to the natural and built environment and estimates of additional required ROW. Also discussed were the reasons why formerly presented alternatives had been eliminated. Potential interchanges with I-310 and connections between the SIUs were presented at these meetings for the first time showing how the proposed alternatives for each SIU could connect to one another. Public attendance and response to the alternatives presented was high. Once again, reports for each SIU were prepared entitled *Public Information Meetings Round 3* in June and September 2004.

On November 16, 2006, an additional public information meeting was held to provide the public with project information that reflects the combining of the SIU's into a single EIS and the decision to provide for a fully elevated mainline throughout the project area. This meeting was held in Jefferson Parish as the determination to fully elevate the mainline eliminated Alternative 5B in that Parish. Public notice was provided in Lafourche and St. Charles Parishes as well.

7.5 Community/Town Hall Meetings

Community and town hall meetings have been held on an as-needed or an as-requested basis to provide more local community involvement and respond to community concerns. **Table 7-5** lists the community and town hall meetings held for the project. Following the first round of public information meetings, informal public information sessions were held on multiple weekends at project area Wal-Mart stores located in Mathews and Boutte to ensure that the public was aware of the project. In addition to providing general answers to questions, project staff supplied public information hand-outs and comment forms. One impromptu session was held at Bowie Cajun Bar B Q in Raceland in April 2003. Project informational materials were left at the area Wal-Marts and Bowie Cajun Bar B Q.

Several St. Charles Parish councilmen organized a town hall meeting that was held in Paradis in May 6, 2003 to discuss both SIU 1 and SIU 2. Attendance at this meeting was high, and many comments were received. Comments received from the public during this meeting were used in the development of alternative alignments, some of which were presented during the second round of public information meetings.

Additionally, due to the volume of meeting attendees, a large number of interested citizens were incorporated into the mailing list under development for the project.

In the fall of 2003, booths were set up at the Alligator Festival in St. Charles Parish, the Sauce Piquante Cook-off in Lafourche Parish and the Gumbo Festival in Bridge City to provide information and to obtain comments and suggestions relative to the project.

During the development of the SIU 1 and SIU 2 alternatives, multiple meetings, often called at the request of the community, were held with churches, landowners, residents, developers, business owners, and industry representatives from the study area. The issues addressed were related to potential takings of commercial buildings and homes, control of access concerns, farming interests, indirect impacts such as noise on commercial buildings, property, and residences and the lack of frontage roads in Lafourche Parish.

The project sponsors arranged a town hall meeting on March 18, 2004 with the Boutte neighborhood that would be affected by Alternative 3A, then known as Alternative T in SIU 2, to assure that the residents of this minority neighborhood were afforded the opportunity to participate in the planning process. Following that meeting, three additional meetings were held with this community in spring 2004 to discuss the status of the project. These included a presentation of DOTD's Relocation Assistance Program.

On January 22, 2005, subsequent to the selection of Alternatives 3A and 3B for inclusion in the DEIS, additional meetings were held throughout the day with Boutte neighborhood residents and other interested parties. These meetings included:

- A general neighborhood meeting;
- Homeowners that would be relocated if Alternative 3A were selected;
- Residents that would be affected by increased noise in Alternatives 3A or 3B; and
- Representatives of the Mt. Airy Baptist Church that is responsible for the cemetery adjacent to the ROW in Boutte at the end of Alexander Street.

The project sponsors arranged a meeting on May 14, 2005, for the residents of Mosella, primarily minority families, living on Old Spanish Trail (LA 631) along the BNSF Railroad ROW that would be relocated by Alternative 3A. This meeting was intended to inform them that a Preferred Alternative would be included in the SIU 1 DEIS and that they would be relocated if it was implemented. Representatives of the DOTD Real Estate Section were present to explain the real estate acquisition and residential relocation processes. Many more citizens attended the meeting than were expected. They gathered to express general dissatisfaction with any alignment that entered the populated portions of St. Charles Parish.

On August 2, 2005, residents of St. Charles Parish held a meeting in Mosella at which the project sponsors explained the alignments included in the SIU 1 DEIS and received additional comments.

In Jefferson Parish, project sponsors made a presentation and responded to comments at a special meeting of the City of Westwego, the only incorporated municipality in the study area, on July 7, 2004.

Meetings with these communities and others that may be impacted by the Preferred Alternative will continue through the development of the FEIS.

7.6 Public Officials Meetings

State and local public officials were invited to all scoping and public information meetings. Separate meetings also have been held with area governing bodies and individual local government representatives at the initiation of the project and on an as-needed, or an as-requested, basis. The primary purposes of these meetings have been to inform the local governments of the project as it develops and to establish lines of on-going communication.

Meetings with Lafourche Parish officials have focused on public awareness of the project, economic development concerns, and the Parish's request for continuous frontage roads between the LA 308 interchange and portion of US 90 to remain. These meetings were held on April 15, 2003; April 14, May 6, and June 29, 2004; February 23, 2005; and November 9, 2006.

Meetings with St. Charles Parish officials have focused on potential impacts to Boutte and Luling, development of alternatives that would bypass Boutte and Luling (specifically former Alternative U), relocation of LA 3060, economic impacts, selection of the build alternatives, and general project status updates. These meetings were held on June 19, August 19, September 3, and October 22, 2003; February 10, September 7, September 29, October 12, October 14, November 17, November 22, December 2, and December 3, 2004; February 23, April 13, June 9, June 13, and August 3, 2005; and November 7, 2006.

Meetings with Jefferson Parish officials and officials of the City of Westwego have focused on the issues of coordination with the Huey P. Long Bridge widening, the interests of the Parish and several land-owners in the different affects that were represented by Alternatives 5A and 5B, and the shared concerns of the City of Westwego and the Parish as a whole concerning the design and construction of the Westbank Expressway. These meetings were held on September 9, 2003, February 19, May 17, and July 14, 2004; March 25, April 15, May 11, and August 1, 2005; and September 5, September 18, October 3, and October 9, 2006.

These meetings have included local elected and appointed officials and state legislators in the corridor. Also, there has been coordination and consultation with regional and local units of government and agencies including:

- In Lafourche Parish, the Parish School Board and the Recreation Department;
- In St. Charles Parish, the Parish School Board, the Planning Department; the Department of Parks and Recreation; Economic Development; and the Coastal Zone Coordinator;
- In Jefferson Parish, the Department of Public Works, and
- Two MPO's, the South Central Planning and Development Commission and the New Orleans Regional Planning Commission. Presentations have been made to the Regional Planning Commission on March 8, 2004, and May 25, 2004.

7.7 Regulatory Agency Meetings

7.7.1 Project Scoping Meetings

Prior to the scoping meetings, letters were sent to the USACE, USFWS, USEPA, and USCG requesting that the agencies function as cooperating agencies for the I-49 South project. Responses to these letters were not received prior to the first of the two scoping meetings. Two agency scoping meetings were held in April 2003 at DOTD headquarters in Baton Rouge.

The first meeting, held at DOTD on April 14, 2003, provided for introductions of the project team and agency representatives and an overview of the project including the two SIU's. Discussion and comments resulted in the scheduling of a second meeting.

The second meeting, held on April 30, 2003, focused on obtaining substantive comments from the agencies and discussion of coordination between the concurrent NEPA processes for I-49 and the Donaldsonville to the Gulf Hurricane Protection Levee.

7.7.2 Agency Coordination Meetings

Shortly after the scoping meetings, a meeting was held with the Donaldsonville to the Gulf project managers, as well as USEPA and other interested agencies at the USACE, to coordinate the projects. The final outcome of the meeting, after exchange of letters between FHWA and the USACE, was that due to levee stability concerns, construction of the levee and new elevated interstate in a shared ROW would not be feasible. The development of alternatives for SIU 1 would continue to consider the potential routing for a new levee, but would not be developed in direct coordination with it.

Coordination meetings with the agencies continued to be conducted in association with concurrence on the Purpose and Need, the alternatives analysis and the selection of alternatives for inclusion in the DEIS in accord with the Streamlining Process. Individual agencies were met with relative to specific resource impacts. These meetings included threatened and endangered species consultations with the USFWS and LDWF, prime farmland and existence of federally funded projects in the study area with the NRCS, potential essential fish habitat and impacts to submerged aquatic vegetation with NOAA Fisheries, scenic stream permitting and avoidance of impact measures with LDWF, wetlands and overall ecological impact to the watershed with the USACE and USEPA, and bridge permit and navigational issues with the USCG. These meetings have been held on April 30, May 9, June 5, September 25, and December 9, 2003; March 3, June 16, and October 14, 2004; March 15, and May 3, 2005.

On September 28, 2006, pursuant to a Coordination Meeting and the Streamlining Process, the Preferred Alternative in the combined DEIS received concurrence.

On July 25, 2007, pursuant to a coordination meeting and the Streamlining process, the Selected Alternative included in this FEIS was designated.

Agency consultations will continue until the NEPA process is concluded, and a Record of Decision (ROD) is issued.

7.8 Newsletters

The PIP calls for development of four newsletters for each SIU to coordinate with the public information meetings and Public Hearings as discussed below:

- The first newsletters, one edition for each SIU, were distributed in the early summer 2003. These announced the project and provided an overview of the NEPA process and the anticipated project schedule.
- The second newsletters, again one for each SIU, were released in early fall 2003 to announce the dates of the second round of public meetings, held in November of that year. The second newsletters were sent to all postal addresses in the respective SIU study areas to assure a good turnout at the second round of meetings. This newsletter provided an update on the development of alternatives and announced public information booths that would be available at fall festivals.
- In April 2004 for SIU 1 and in August 2004 for SIU 2, the third newsletters were released to announce the meeting dates of the third round of public meetings. The focus of these was to discuss the alternatives to be presented after the comments received at the second meeting.
- In August 2005 a fourth newsletter was distributed for SIU 1 to announce the availability of the DEIS, the comment period, and the scheduled Public Hearing.

7.9 I-49 South Web Page

The I-49 South web page developed for other sections of the highway was modified and upgraded to add SIU 1 and SIU 2 information without eliminating the data regarding other sections of the highway. The public can access the web page at www.i49south.org to obtain project information, register to be on the mailing list, provide comments, and view general and focus maps. The I-49 South web page will remain available at least until this project has received a Record of Decision (ROD).

7.10 Section 7 Consultation Correspondence

Informal consultation with the USFWS and the LDWF was initiated upon discovery of the bald eagle in the study area and in the vicinity of proposed alternatives. Letters indicating the presence of threatened or endangered species in the project area are contained in **Appendix 4-G**. Refinement of the alternative alignments was conducted in consultation with these agencies to ensure that the build alternatives selected would be the least damaging to bald eagles in the project area. Alternative 2A has the potential to adversely affect the bald eagle. If Alternative 2A had been selected after publication of the combined DEIS, a formal Section 7 consultation would have been required. Future requirements for consultation are discussed in Chapter 6 of this FEIS.

7.11 Section 106 Consultation Correspondence

A Phase I Cultural Resources Survey was prepared for each SIU and has been provided to the SHPO. Comments were received and are being addressed. In addition, the development of Alternative 1B requires additional field investigation which has been deferred because of conflict with the sugar cane harvest. Upon completion of this investigation and revision of the Cultural Resource Survey, another

submission will be made to the SHPO. Formal Section 106 consultation was completed on September 17, 2007; documentation is included in **Appendix 5-A**.

7.12 Comments to SIU 1 DEIS and Public Hearing and the Responses

In the DEIS for the combined project, Chapter 7 included the comments received from the public and the participating agencies during the SIU 1 DEIS Comment Period, the comments recorded at the SIU 1 Public Hearings held on November 10, 2005, in Lafourche Parish and on November 15, 2005, in St. Charles Parish, and the responses to those comments. In this FEIS these comments and responses regarding the SIU 1 DEIS are included in **Appendix 7-D**.

7.13 Comments to the DEIS and Public Hearing for the Combined Project and the Responses

This section presents the following:

- All forty-four (44) comments or communications received from the public, elected officials, and participating agencies both written and transcribed at the Public Hearing;
- Tables that cross-reference the comments and communications to the responses:
 - **Table 7-1** that cross-references the comments to responses; and
 - **Table 7-2** that cross-references the responses to comments; and
- The responses to the comments.
- In Section 7.13.1 each comment or communication is reproduced and has been assigned a unique identification. Assignments were made in the chronological order of the dates on the documents and of the Public Hearing transcripts.

Many comments and communications address only one topic. In these cases, the comment or communication has the same identification, for example 1-1. Some comments and communications, however, contain more than one comment. In these cases, each individual comment is identified uniquely, for example 20-1, 20-2, and so on.

Table 7-1, Comments to Responses, presents:

- Each comment in the numeric order of its identification,
- The page where the comment or question can be found in this chapter of the FEIS,
- The individual or entity that submitted it,
- The topic addressed,
- The identification of the response, and
- The page where the response can be found in this chapter of the FEIS.

In Section 7.13.2 the responses are organized into twenty (20) general topics identified alphabetically from A through T. To the extent possible, responses are in the order in which the general topics are discussed in the FEIS. The last two general topics, Other Topics and Clarifications and Document Errors, respond, respectively, to comments that are not easily categorized and to inaccuracies noted.

Some general topics contain only a single response which is identified as, for example, A-1. Others contain several responses to more specific comments all

concerned with the same general topic. These are identified as D-1, D-2, D-3, etc. for example

Table 7-2, Responses to Comments, lists:

- Each response in the alpha-numeric order of its identification grouped within the general topics,
- The page where the response can be found in this chapter of the FEIS,
- The topic addressed,
- The individual or entity that submitted the comment(s) being addressed,
- The identification of the comment or question to which it responds, and
- The page where the comment or question can be found in this chapter of the FEIS.

7.13.1 Comments



AARON F. BROUSSARD
PARISH PRESIDENT

JEFFERSON PARISH LOUISIANA

OFFICE OF PARISH PRESIDENT

Our Mission Is:
"Provide the services,
leadership, and vision to
improve the quality of life
in Jefferson Parish."

November 22, 2006

I-49 South
c/o DMJM Harris, Inc.
1555 Poydras Street, Suite 1860
New Orleans, Louisiana 70112

Re: Public Meeting Comment
State Project No. 700-92-0011
Federal Aid Project No. HP-9201(501)
I-49 South / Route US 90
(Raceland to the West Bank Expressway)
Unified EIS
Jefferson, LaFourche, and St. Charles Parishes

To Whom It May Concern,

On Thursday, November 16, 2006, the LA DOTD presented the only proposed layout for I-49 from the St. Charles Parish Line to the existing elevated West Bank Expressway which will be part of the Environmental Impact Statement. This layout follows the existing US 90 corridor. My understanding is that the Federal Highway Administration (FHWA) determined that an alternate layout which traversed south of existing US 90 between the St. Charles Parish Line and the proposed interchange connection with the Huey P. Long Bridge, which the Jefferson Parish Council previously endorsed by resolution, would no longer be feasible since I-49 must now be elevated throughout Jefferson Parish to ensure its viability as an evacuation route in lieu of the aftermath of Hurricane Katrina. If this southerly alignment cannot be made geometrically acceptable to the FHWA, and the current proposed layout remains the only alternative to a no-build condition, then Jefferson Parish offers the following comments:

- 1-1 After reviewing the plan which calls for I-49 to be elevated for the entire length of Jefferson Parish with parallel at-grade frontage roads, we strongly urge that this current plan, if eventually selected, provide for a four-lane, at-grade frontage road from the St. Charles Parish Line to Live Oak Boulevard, in lieu of the proposed two-lane section. As presently



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SUITE 6100, JEFFERSON PARISH GENERAL GOVERNMENT BUILDING - P.O. BOX 9 - GRETN, LOUISIANA 70054 - 504/364-2700

detailed, this two-lane section is to be constructed between twin elevated northbound and southbound lanes of I-49. This layout will preclude future expansion of the at-grade section to four-lanes unless the at-grade roadway is re-aligned to the outside of the twin elevated structures and an extensive area of additional right-of-way is acquired accordingly.

The area immediately south of this proposed section of I-49 (St. Charles Parish Line to Live Oak Blvd.) is one of the last remaining undeveloped areas of Jefferson Parish. With construction of the widening of the Huey P. Long Bridge scheduled for completion in 2011, along with the increased demand for housing in Jefferson Parish due to the aftermath of Hurricane Katrina, this area will quickly develop, creating the necessity of a four-lane at-grade roadway. In addition, this portion of the frontage road will also serve as access to the large landfill located immediately north of proposed I-49, which services Jefferson Parish, adding a significant amount of truck traffic to the at-grade corridor.

Your careful consideration of Jefferson Parish's concerns regarding this vitally important project is greatly appreciated.

Sincerely,



Aaron F. Broussard
Parish President

RECEIVED
NOV 29 2006

DMJM HARRIS | AECOM
New Orleans, Louisiana



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue, South
St. Petersburg, Florida 33701

February 14, 2007

F/SER44/RH:jk
225/389-0508

Mr. Noel A. Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Mr. Ardoin

NOAA's National Marine Fisheries Service (NMFS) has received the draft Environmental Impact Statement (EIS) for **I-49 South; Route US 90** (FHWA-LA-EIS-07-01-D) transmitted by your letter dated February 1, 2007. The draft EIS evaluates the potential impacts associated with upgrading this section of US Highway 90 to a control of access freeway meeting interstate highway standards. The project includes the construction of frontage roads where necessary to provide for local access, and the capacity varies from four-lanes to six-lanes.

2-1

NMFS has reviewed the draft EIS and believes the document adequately describes resources of concern and potential project-related impacts to those resources. As such, NMFS has no comments to provide on those sections of the document. However, NMFS is concerned that the plan proposes no specific mitigative actions to offset the expected impacts to 25.5 acres of fresh marsh. While page 6-5 of the document discusses compensatory mitigation for adverse impacts to wetlands, only activities that would offset impacts to bottomland hardwoods or cypress/tupelo wetlands are discussed. As stated in our June 3, 2005, letter on the preliminary draft EIS for this project, we believe the mitigation plan should include in-kind wetland creation to compensate for all unavoidable impacts to tidally influenced marsh. While NMFS understands that LDOTD intends for mitigation to be finalized during the Clean Water Act Section 404 permit review process, at the very least, this section of the document should be revised to clearly state that all adverse impacts will be fully offset through the development and implementation of in-kind compensatory mitigation.

We appreciate your consideration of our comments. If you wish to discuss this project further, please contact Richard Hartman of our Baton Rouge office at (225) 389-0508, ext 203.

Sincerely,

for Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
COE, Barlow
FWS, Lafayette
EPA, Dallas
LDWF
LDNR, Consistency
F/SER46
FHA- Stinson
Files





DEPARTMENT OF ENVIRONMENTAL QUALITY

KATHLEEN BABINEAUX BLANCO
GOVERNOR

MIKE D. McDANIEL, Ph.D.
SECRETARY

February 22, 2007

Ms. Noel Ardoin, EEA
LA DOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. 700-92-0011; Jefferson, Lafourche and
St. Charles Parishes
Proposed Draft EIS for the Development of I-49 South/Route US
90 from Raceland to Westbank Expressway

Dear Ms. Ardoin:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

3-1 There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services/Permits Division recommends that you investigate the following requirements that may influence your proposed project:

- 3-2 1. If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- 3-3 2. If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify their LPDES permit before accepting the additional wastewater.
- 3-4 3. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Melissa Conti at (225) 219-3078 to determine if your proposed improvements require one of these permits.
4. All precautions should be observed to control nonpoint source pollution from construction activities.

MANAGEMENT & FINANCE
: PO BOX 4303, BATON ROUGE, LA 70821-4303
P:225-219-3840 F:225-219-3846
WWW.DEQ.LOUISIANA.GOV

February 22, 2007
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- 3-5 5. If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.
- 3-6 6. All precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT).

Currently, Jefferson, Lafourche and St. Charles Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future requests to Ms. Sheri Arceneaux, LDEQ/OMF/C&G, P.O. Box 4303, Baton Rouge, LA 70821-4303 and we will expedite it as quickly as possible.

Should you have any questions please contact me at (225) 219-3815 or OES/Permits questions can be directed to Mr. Gary Aydell at (225) 219-3002.

Sincerely



Sheri Arceneaux
Contracts & Grants

sa:vhm
Enclosure



MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

ANGÈLE DAVIS
SECRETARY

PAM BREUX
ASSISTANT SECRETARY

March 15, 2007

Ms. Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation
and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: State Project No. 700-92-0011
Federal Aid Project No. HP 9201(501)
Route: US 90 (Future I-49 South) Unified EIS
From Raceland to the Westbank Expressway
Jefferson, Lafourche and St. Charles Parishes

Dear Ms. Ardoin:

We acknowledge receipt of your letter dated February 1, 2007, transmitting a copy of the above-referenced Draft Environmental Impact Statement (DEIS). We have completed our review of the cultural resources information and have the following comments to offer.

- 4-1 In the discussion of cultural resources in Section 4.13, the statement is made that two new archaeological sites (Canal 22 and 4A-1) were recorded during the cultural resources investigations for this project. These need to be replaced with official site numbers. In the
- 4-2 cultural resources discussion in Section 5.12, project effect on archaeological site 16SC70 needs to be addressed as this is an archaeologically sensitive area.

Thank you for the opportunity to comment. Should you have any questions concerning our comments, do not hesitate to contact Duke Rivet in the Division of Archaeology.

Sincerely,

A handwritten signature in cursive script that reads "Pam Breux".

Pam Breux
State Historic Preservation Officer



IN REPLY REFER TO
FILE NO.

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

MEMORANDUM

TO: Ms. Noel Ardoin, P.E.
Environmental Engineer Administrator

FROM: James McMenis, E.I. *JM*
Federal Programs

DATE: March 19, 2007

SUBJECT: Future I-49 SOUTH
RACELAND TO THE WESTBANK EXPRESSWAY
DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERRED FOR ACTION

ANSWER FOR MY SIGNATURE

FOR FILE

FOR YOUR INFORMATION

FOR SIGNATURE

RETURN TO ME

PLEASE SEE ME

PLEASE TELEPHONE ME

FOR APPROVAL

PLEASE ADVISE ME

BY _____ DATE _____
BY _____ DATE _____
BY _____ DATE _____

Our office has reviewed the draft EIS on the above-referenced project. After review of the this document, our office has several concerns over the proximity of the interstate in relation to the location of the proposed Donaldsonville to the Gulf hurricane protection project and the West Bank & Vicinity Hurricane Protection project currently under construction. Based on the alignments proposed for the interstate, there may be impacts to the following projects:

Donaldsonville to the Gulf:

HWY 90 Alignment (As currently proposed)

- 5-1 Link 2 of I-49 South is in close proximity to the flood control structure proposed in Bayou Des Allemands.
- 5-2 Link 4 of I-49 South: A vertical clearance of 17 feet may not be adequate for areas where the levee and interstate intersect. Because of the width of the levee footprint, the spans between each column would need to be long enough to avoid penetration of the levee. The building of an elevated section would need to accommodate completed levee sections or the construction of an earthen embankment and/or T-Walls.

RECOMMENDED FOR APPROVAL DATE _____

RECOMMENDED FOR APPROVAL DATE _____

RECOMMENDED FOR APPROVAL DATE _____

APPROVED DATE _____

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
02 53 2050

Draft EIS for future I-49 South
March 19, 2007
Page 2

Donaldsonville to the Gulf:
Bayou Lafourche alignment -

- 5-2 Link 1 of I-49 South: A vertical clearance of 17 feet may not be adequate for areas where the levee and interstate intersect. Because of the width of the levee footprint, the spans between each column would need to be long enough to avoid penetration of the levee. The building of an elevated section would need to accommodate completed levee sections or the construction of an earthen embankment and/or T-Walls.

West Bank & Vicinity:

- 5-1 Link 4 and Link 5 of I-49 South: Alignments are in close proximity to proposed alternative alignments (parallel to existing HWY 90) for the Lake Cataouatche area. portion of the West Bank project. A vertical clearance of 17 feet may not be adequate for areas where the levee and interstate intersect. Because of the width of the levee footprint, the spans between each column would need to be long enough to avoid penetration of the levee. The building of an elevated section would need to accommodate completed levee sections or the construction of an earthen embankment and/or T-Walls.
- 5-2

Appendix 2-A mentions design criteria; However, there is no mention of any required vertical or horizontal clearance for elevated roadways crossing over levees.

If you have any questions, please contact me at (225) 274-4355.

Thank you for your assistance.

Attachment

cc: Mr. Ed Preau
Mr. David Miller
Mr. Clyde Martin



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER



CONFIDENTIAL ASSISTANTS

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COMMISSIONERS

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& Finance
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Fax: 922-1289

Soil & Water
Conservation
Bradley E. Spicer
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1289
Fax: 922-2577

March 20, 2007

Noel Ardoin
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804

STATE PROJECT No. 700-92-0011
FEDERAL AID PROJECT No. HP 9201(501)
ROUTE: US 90 (FUTURE I-49 SOUTH) UNIFIED EIS
FROM RACELAND TO WESTBANK EXPRESSWAY
JEFFERSON, LA FOURCHE AND ST. CHARLES PARISHES

RE: Solicitation of Views

Dear Mr. Ardoin:

6-1 I have no comment at this time regarding the above referenced projects.

Sincerely,

Bradley E. Spicer
Assistant Commissioner

BES:ka

1 I-49 SOUTH
2
3 DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
4
5 PUBLIC HEARING
6
7 STATE PROJECT NO. 700-92-0011
8
9 FEDERAL AID PROJECT NO. HP-9201(501)
10
11 I-49 SOUTH/ROUTE US 90
12
13 (RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED
14 EIS
15
16 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES
17
18 MARCH 22, 2007
19
20
21
22 Proceedings taken at ALARIO
23 CENTER, 2000 Segnette Boulevard, Westwego,
24 Louisiana, commencing at 4:00 p.m.
25

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PHONE (504) 456-2115

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619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

1 SPEAKERS:

2

3

4

RODNEY M. de la GARDELLE

5

836 Chipley Street

6

Westwego, Louisiana 70094

7

8

TIEN TANG PHAM

9

2100 Bridge City Avenue

10

Bridge City, Louisiana 70094

11

12

13

14

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(225) 922-4527

1 (Reporter's note: The following
2 statements were made by members of
3 the public between the hours of
4 4:00 and 8:00 p.m.)

5 (6:37 p.m.)

6 MR. DE LA GARDELLE:

7 I'm Rodney de la Gardelle. I
8 live at 836 Chipley Street in Westwego.
9 I've been to most of the meetings
10 involving the I-49 and the various road
11 developments in the area.

12 7-1 Looking at the latest proposal, I
13 think a lot of good thoughts, thought
14 plans has been done into it. Some
15 changes, especially the elevation all
16 the way through is much positive. I
17 know it's a greater cost expense, but I
18 think, in the case of emergencies, I
19 think will provide a greater source of
20 evacuation for the local residents and
21 a return to saving those who did not
22 leave on the other side.

23 One of the major things I'm glad
24 to see is that the changes between Ames
25 Boulevard and Victory Drive in Marrero

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1 and Westwego from being changed from
2 the ground level drop to back up is all
3 the way elevated. The concern I had,
4 population, people have a tendency to
5 think they can cross over the middle of
6 a highway with no problem. It would
7 have been a greater problem, plus no
8 flooding.

9 The concern I have as well is the
10 development of the Huey P. Long Bridge
11 additional widening and additional
12 lanes coming, dropping down on both
13 sides of the river, especially on the
14 West Bank, at Mounds Boulevard, and
15 their proposal is that any additional
16 roadway connecting Highway 90 B will
17 be -- and Highway 90 will be coming
18 from the I-49 funding and program. So
19 it's very important that this program
20 is -- goes forward and especially the
21 beginning of this project starts in the
22 West Jefferson section dealing with
23 Ames through Avondale because, as the
24 Huey P. Long Bridge development is
25 completed and the widening of the

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1 roadways, they will drop down, at
2 Mounds Boulevard on the East Bank and
3 at LA 18 and what is 9 Mile Point Road
4 going from six lanes to a two-lane road
5 in each direction causing a major
6 traffic jam.

7 Even the engineers from the Huey
8 P. Long Bridge project has said it's
9 going to be a bridge to nowhere until
10 the interchange for Highway 90/90B and
11 the Huey P. Long interchange are
12 connected, so it's very important that
13 that funding be started or funding be
14 sought and that funding be used to
15 start the project on this end, the east
16 side of the project. I know going to
17 Boutte and all the way to Raceland is
18 important, but I think a major problem
19 could be avoided if funding and sources
20 and development can start there.

21 (Discussion off the record).

22 (7:30 p.m.)

23 MR. PHAM:

24 8-1 I don't know where to start. I
25 own a piece of property on Highway 90,

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1 1,000 feet the front of Highway 90, but
2 I have no right-of-way, so I'm ask the
3 Transportation Department to give me
4 some space to access the Highway 90 or
5 the future I-49.

6 Please respond to my request as
7 soon as you can.

8 (Discussion off the record).
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REPORTER'S CERTIFICATE

I, RUTH ANN FREY, Certified Shorthand Reporter, do hereby certify that the proceedings were reported by me in shorthand and transcribed under my personal direction and supervision, and is a true and correct transcript, to the best of my ability and understanding;

That I am not of counsel, not related to counsel or the parties hereto, and not in any way interested in the outcome of this matter.


RUTH ANN FREY
CERTIFIED COURT REPORTER
Certificate No. 81043

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Costa, Louis

From: i49support@gcr1.com
Sent: Tuesday, March 27, 2007 7:35 AM
To: i49South
Subject: An I-49 Comment has been submitted

There is a comment waiting for your approval.

9-1 Comment: It is imperative that us 90 remains a sperate Hwy to handle local traffic and not trap the local residence. Keep I49 Seperated. On the east bank I-10,US61,LA48 Three seperate Hwy One Closed causes a back up. The back up in Metairie is caused by New Orleans to use I-10 as there express way. Not the Erhart Exp has never completed in Jefferson and over layed in Orleans. Lets star correcting these problems not create more problems.

Darwyn Grabert

139 Dans Ln Des Allemands, La 70030

djgrabert@yahoo.com

Please go to the comment admin section of the site to view and approve.

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-92-0011
 FEDERAL AID PROJECT NO. HP-9201(501)
 I-49 SOUTH / ROUTE US 90
 (RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED EIS
 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN APRIL 9, 2007.

Mail to Ms. Noel Ardoin
 Environmental Engineer Administrator
 LA Department of Transportation & Development
 P.O. Box 94245
 Baton Rouge, Louisiana 70804-9245

E-Mail to i49south@dmjmharris.com or through the Comment link on www.I49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 10-1 I am a landowner, I feel that the state will not
fairly compensate me for my land/property. I have lived
on acreage property and for me to relocate on a "lot"
is not my standard of living, it is below my living standards;
therefore I feel I will not receive fair market value
for my land. Land is difficult to acquire, land
where one can decide to develop or build a home.
I was told that the Federal Government was in charge of
this project, but I understand that this information is
incorrect. Marsh lands are filled in daily for
property development, I firmly believe the route should
have been decided when it would not impact
 10-2 humans in a negative way. The route should not have been a
choice between animals and humans. I believe as a minority,
 10-3 we have been singled out, because the state & government believed
this was the least resistance path.

NAME: Karen Marie Robinson - Tejada DATE: 3/27/07

ADDRESS: 35 Sawgrass Dr. Laplace LA 70068

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-92-0011
FEDERAL AID PROJECT NO. HP-9201(501)
I-49 SOUTH / ROUTE US 90
(RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED EIS
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

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Mail to Ms. Noel Ardoin
Environmental Engineer Administrator
LA Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

E-Mail to i49south@dmjmharris.com or through the Comment link on www.I49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

11-1 Hurry up & finish this part, Get funds,
& Lets Take Dirt & Drive Piles!
This is Badly needed!

NAME: Paul Hogan DATE: 3/27/07
ADDRESS: P.O. Box 250 Des Allemands, LA 70030

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-92-0011
 FEDERAL AID PROJECT NO. HP-9201(501)
 I-49 SOUTH / ROUTE US 90
 (RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED EIS
 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN APRIL 9, 2007.

Mail to Ms. Noel Ardoin
 Environmental Engineer Administrator
 LA Department of Transportation & Development
 P.O. Box 94245
 Baton Rouge, Louisiana 70804-9245

E-Mail to i49south@dmjmharris.com or through the Comment link on www.I49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 12-1 I would just like to state that I am still against the I-49
coming thru the Home property. I still strongly disagree
on the property decision that was made. The Homeowner still
 12-2 want to be compensated with better housing as stated in the
previous e-mail.

NAME: Sharon Dana DATE: 3-27-07
 ADDRESS: P.O. Box 334

STATE OF LOUISIANA

Senator Joel T. Chaisson, II
Chairman

Senator Lydia P. Jackson
Vice Chairwoman

Senator Ann Duplessis
Senator Ken Hollis
Senator Mike Michot
Senator Willie L. Mount
Senator Tom Schedler



*Senate Committee on
Judiciary C*

Tracy Sabina Sudduth
Attorney

Beth Wilson
Secretary

Post Office Box 94183
Baton Rouge, LA 70804
Telephone (225) 342-1771

March 27, 2007

HAND DELIVER

Future I-49 South
(Raceland to Davis Pond Diversion, SIU 1)
c/o DMJM Harris
2822B O'Neal Lane
Baton Rouge, La. 70816

Re: I-49 South Comment Letter

Ladies & Gentlemen:

I am well aware of the fact that the completion of I-49 is a crucial component of Louisiana's Master Transportation Plan. I am, for the most part, in support of this project; however, since the proposed route cuts through St. Charles Parish which is in my Senate District, I am very concerned that the route which is chosen is in fact the most beneficial and least disruptive to my constituents.

13-1 As you are aware, both the St. Charles Parish Council and the St. Charles Parish School Board have gone on record as supporting a southernly route that does not impact any residential or commercial properties. I feel that the concerns expressed by these governmental bodies bears careful consideration and analysis and that no stone should be left unturned in determining whether or not the federal government will authorize this alternative route.

13-2 In the event that the route favored by the St. Charles governmental bodies is not feasible due to federal objections and it is necessary for the state to select one of the currently proposed alignments, I would like to go on record as objecting to any of the currently proposed alignments other than the following:

Alternative 1A
Alternative 2B
Alternative 3A
Alternative 4A

Future I-49 South
(Raceland to Davis Pond Diversion, SIU 1)
c/o DMJM Harris
March 27, 2007
Page -2-

It is my belief that of all of the previously proposed routes (other than the southernmost route), the foregoing alternatives are the least disruptive to my constituents, but I must offer the following caveats.

13-3 First of all, I am of the opinion that there are significant environmental justice issues which must be addressed prior to approval of Alternative 3A which as you are aware adversely affects property owned by the Honor family. I am of the opinion that the state and federal government must go above and beyond what is normally required in addressing these types of issues due to the unique character of the Honor family compound. Unless the welfare of this extended family is given paramount consideration in attempting to keep the family together on an alternative site with improved living conditions, then I feel that we should go back to the drawing board to find a less disruptive alternative to Alternative 3A.

13-4 Additionally, there are significant issues that must be addressed from a planning perspective regarding the Willowdale Boulevard interchange and future relocation of Hwy. 3060. It would be unwise not to address these issues now prior to finalizing plans for this important interchange.

Please have these comments entered into the official record. Thank you for your attention to this matter.

Sincerely,


Joel T. Chaisson II

JTCII/bmp

1 I-49 SOUTH
2
3 DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
4
5 PUBLIC HEARING
6
7 STATE PROJECT NO. 700-92-0011
8
9 FEDERAL AID PROJECT NO. HP-9201(501)
10
11 I-49 SOUTH/ROUTE US 90
12
13 (RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED
14 EIS
15
16 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES
17
18 MARCH 27, 2007
19
20
21
22 Proceedings taken at ST. CHARLES
23 PARISH COURTHOUSE, 15045 River Road (LA 18),
24 Hahnville, Louisiana, commencing at 4:30 p.m.
25

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BATON ROUGE, LA 70806
(225) 922-4527

1 SPEAKERS:

2

3

SENATOR JOEL CHAISSON, II

4

P.O. Box 1255

5

Destrehan, Louisiana 70047

6

7

HOLLY RAFFRAY

8

P.O. Box 1121

9

Luling, Louisiana 70070

10

11

STEPHEN A. ROMANO

12

P.O. Box 302

13

Hahnville, Louisiana 70047

14

15

THERESA FORD

16

P.O. Box 5

17

Boutte, Louisiana 70039

18

19

LARRY MULDER

20

4 East Levert Drive

21

Luling, Louisiana 70070

22

23

DONNIE HILLS

24

14381 Old Spanish Trail

25

Paradis, Louisiana 70080

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1 SPEAKERS (CONTINUED):

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3

4

MRS. EULA MAE ROBINSON

5

P.O. Box 3491

6

Paradis, Louisiana 70080

7

8

MARTHA LAQUE

9

239 Beaupre Drive

10

Luling, Louisiana 70070

11

12

SANDRA R. MORRIS

13

14313 Old Spanish Trail

14

P.O. Box 230

15

Paradis, Louisiana 70080

16

17

RUSSELL DIGGS, SR.

18

P.O. Box 249

19

Boutte, Louisiana 70039

20

21

RICKEY DUFRENE

22

213 Laurel Court

23

(10725 Highway 90)

24

Luling, Louisiana 70070

25

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1 SPEAKERS (CONTINUED):

2

3

4

PAUL EGLE'

5

10681 Highway 90

6

P.O. Box 635

7

Luling, Louisiana 70070

8

9

ALEX PIERRE

10

417 Alexander Street

11

Boutte, Louisiana 70039

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(Reporter's note: The following statements were made by members of the public between the hours of 4:30 and 8:30 p.m.)

(4:35 p.m.)

SENATOR CHAISSON:

My name is Senator Joel Chaisson, II. I represent St. Charles, parts of Lafourche and parts of St. John the Baptist Parish.

I'm here to offer my comments on the proposed I-49 South project. I think I-49 is crucial to not only this parish but this region and this state in terms of providing additional hurricane evacuation routes for my constituents and fellow Louisiana citizens as well as providing economic development opportunities for this region of the state. The real question is where should we put it, and I know that is why a lot of people are here today. I wanted to offer my comments on that subject.

I know the St. Charles Parish

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1 Council and St. Charles Parish School
2 13-1 Board has requested that the DOTD and
3 Federal Highway Administration look at
4 placing it as far south -- the most
5 southerly possible route it could take.
6 I understand the concerns from the
7 environmental standpoint with such an
8 alignment. I just suggest that
9 everything be done to investigate those
10 impacts, to see if that is a feasible
11 alternative before ruling it out.

12 If, after that study is done, it
13 13-2 is determined that that is not a
14 feasible route, then I would support,
15 and I think my constituents would as
16 well, Alternatives 1A, 2B, 3A and 4A of
17 this project as it goes through
18 St. Charles Parish.

19 There are several concerns that I
20 think, however, need to be addressed
21 with those alignments. First of all,
22 the environmental justice issues with
23 Alternative 3A which affects this
24 route, I'm of the opinion that the
25 State and Federal government should go

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13-3

1 above and beyond to address these
2 concerns, particularly as it relates to
3 the Honor family. It is a close knit
4 group of my constituents, family
5 members who all live in the same
6 general vicinity in what is called the
7 Honor family compound. I think, due to
8 the unique character of this compound,
9 that we need to do everything in our
10 power to try to see that, if this route
11 does take their property, that they are
12 located as a group and not as
13 individuals and that their -- that this
14 extended family be given paramount
15 consideration. Keeping the family
16 together and placing them together on
17 an alternative site would improve
18 living conditions.

13-4

19 Additionally, I think there is
20 another significant issue further to
21 the east as relates to the Willowdale
22 Boulevard interchange and proposed
23 relocation of Highway 3060, that is,
24 Barton Avenue. Ultimately, I think it
25 is in the Parish's and State's master

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1 plans that Highway 3060 be relocated to
2 the present -- to the present site of
3 Willowdale Boulevard to the north. I
4 think, if the Alternative 4A is going
5 to be utilized as a route for I-49,
6 then provisions need to be made for
7 this interchange at this time. I think
8 it would be problematic to incorporate
9 the relocation of 3060 and an
10 interchange at what is currently the
11 intersection of Willowdale Boulevard
12 and Highway 90 if we don't take those
13 issues into consideration now.

14 13-5 Finally, I think, in the Bayou
15 Gauche area, we need to look at a
16 connection, some type of interchange,
17 whether it be just on and off ramps at
18 Bayou Gauche Road. I don't think that
19 it would be very expensive to provide
20 the residents of Bayou Gauche and that
21 part of Des Allemands with an
22 additional ingress and egress to I-49
23 in the vicinity where it crosses Bayou
24 Gauche Road.

25 13-6 Finely, Councilman Derryl Walls

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1 from District 4 has, I believe, made an
2 excellent suggestion that, where I-49
3 crosses Bayou Des Allemands that a boat
4 launch be part of the project at that
5 location, similar to what is done at
6 I-10 towards the west, going towards
7 Lafayette where it crosses the
8 Atchafalaya River.

9 With that said, I do support this
10 project with those conditions, and I
11 think, ultimately, this project will be
12 of benefit to the citizens of
13 St. Charles Parish and the people of
14 the State of Louisiana, and I'm going
15 to offer some written comments which I
16 will file at this time.

17 Thank you.

18 (Discussion off the record).

19 (4:40 p.m.)

20 MS. RAFFRAY:

21 14-1 One of my concerns are -- is the
22 intersection where Barton Avenue is,
23 that it is a residential road on Barton
24 Avenue, and I didn't know exactly how
25 that was going to interfere with that

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1 road because it is residential, and
2 having a main intersection going
3 through that residential neighborhood,
4 that is one thing that concerns me.

5 14-2 And the other thing that concerns
6 me is where, in Jefferson Parish, that
7 it turns into a two-lane instead of a
8 four-lane highway. I didn't know how
9 that would affect hurricane routes and
10 all that, of people going in and out
11 because I always feel the more roads
12 the better off we are when it comes to
13 trying to get in and out when it has to
14 have a hurricane that passes by.

15 So those are the two concerns
16 that I have.

17 (Discussion off the record).

18 (4:55 p.m.)

19 MR. ROMANO:

20 I am a resident of St. Charles
21 Parish and one of the Parish's
22 development review planners, and I am a
23 strong supporter of the I-49 project.
24 Our parish has witnessed a significant
25 increase in traffic congestion along

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1 U.S. 90 which is expected to get much
2 worse. Because of this, I consider
3 I-49 to be a much needed highway
4 improvement. The sooner construction
5 begins, the better.

6 I also agree with the location of
7 15-1 the preferred alternative in that it
8 stays fairly close to the U.S. 90
9 corridor. This routing will minimize
10 impacts to present land uses while, at
11 the same time, provide congestion
12 15-2 relief. With the exception of the
13 Willowdale Boulevard junction, I am
14 also glad the decision was made to
15 elevate the entire interstate all the
16 way through the project area. It
17 alleviates a concern that I had about
18 passible roads during emergencies.
19 There's also the fact that elevated
20 roads degrade slower than roads at
21 grade. My only misgiving about the
22 decision is that the significant
23 increase in cost makes it more
24 challenging to obtain adequate funding
25 and, thus, will delay completion of the

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1 project.

2 I would like to have entered into
3 the record comments about the project
4 primarily to what I see are much needed
5 revisions that I strongly urge the
6 study group to carefully reexamine for
7 redesign. I am concerned that these
8 specific issues will become big
9 congestion problems later or lost
10 opportunities pertaining to design that
11 should be addressed at initial
12 construction.

13 The entire segment: As one way
14 to reduce the total cost of building
15 the interstate, along the Raceland to
16 I-310 and Willowdale to just west of
17 Live Oak Boulevard segments, the
18 westbound and eastbound spans should be
19 situated closer together. This will
20 reduce the required right-of-way width
21 and thus reduce the amount of land to
22 be acquired. Either situate the spans
23 closer together or, as is proposed
24 between the I-310 to Willowdale
25 Boulevard segment and the segment

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1 through Avondale, place the entire
2 roadway onto one span. While I
3 acknowledge that there may be design
4 standards for urban corridors dictating
5 the single span design and that
6 different standards apply for less
7 urban corridors, I would suggest that
8 the segments presently considered rural
9 will, in the future, become more urban
10 and that we should be anticipating
11 this.

12 15-4 The I-310 interchange: Can an
13 interchange and the improvements
14 proposed work as well here without
15 having to take up so large of an area?

16 15-5 Must the existing flyovers that were
17 built just a few decades ago be
18 destroyed? It would seem to me that
19 incorporating these existing structures
20 into the design would be a more

21 15-6 practical use of expenditures. Also,
22 is it possible to fit the southbound
23 I-310 to eastbound I-49 offramp in such
24 a way that it runs parallel to the
25 westbound I-49 to northbound I-310? It

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1 seems to me that the one proposed takes
2 up too much space and does not fit
3 well.

4 15-2 Willowdale Boulevard flyover: My
5 greatest concern is how I-49 junctions
6 with Willowdale Boulevard because it
7 does not adequately address how
8 Willowdale Boulevard can be extended
9 across the BNSF Railroad, either at
10 grade or above grade to connect U.S. 90
11 to LA 18. The proposed interstate
12 footprint will not provide enough
13 distance for an at-grade Willowdale
14 Boulevard railroad crossing.
15 Furthermore, because the interstate is
16 above grade, the cost of building a
17 Willowdale Boulevard flyover will be
18 raised significantly. The current
19 design will make this extremely
20 difficult if not impossible. Another
21 consideration: Railroads generally
22 grant permission for at-grade crossings
23 with the caveat that one or two nearby
24 existing crossings are removed. In
25 this case, the targeted crossing would

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1 be LA 3060, Barton Avenue, because it
2 is the nearest. Furthermore, because
3 the U.S. Congress has designated this
4 railroad as one of the nation's high
5 speed rail corridors, the route is
6 eligible for the funding of
7 improvements that will enable both
8 freight and passenger trains to travel
9 at higher speeds. Amtrak's Sunset
10 Limited connects Los Angeles with New
11 Orleans via this railroad. The primary
12 method of increasing railroad
13 capability is by reducing the number of
14 at-grade railroad crossings or to
15 encourage any new crossings to be above
16 grade. Therefore, the driving forces
17 center upon reducing the number of
18 at-grade rail crossings and limiting
19 the number of new ones along this
20 railroad. If the interstate is not
21 reconfigured or redesigned to allow for
22 the possibility for a Willowdale
23 Boulevard railroad crossing, local
24 traffic in St. Charles Parish will be
25 greatly hindered. I strongly urge you

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1 to reexamine this interchange design by
2 either: A, a crest of at least 60 feet
3 of the interstate span as it approaches
4 Willowdale; B, because the railroad
5 tracks are significantly higher than
6 Willowdale Boulevard, that the
7 interstate footprint be relocated
8 southward far enough so that Willowdale
9 will have enough distance to approach
10 the railroad crossing -- either at or
11 above grade.

15-7

12 Placement, locations of specific
13 on ramps and off ramps: At several
14 locations along the corridor, off ramps
15 are located too close to intersecting
16 ground-level cross streets to
17 efficiently decelerate and perform lane
18 changes. History has shown that the
19 existing off ramps along the U.S. 90 B
20 expressway have been inadequately
21 distanced for such maneuvers; they
22 should have been located further from
23 the intersections. We should learn
24 from experience by increasing the
25 distance between where off ramps merge

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1 with service roads and the intersecting
2 streets on which turn movements will be
3 performed. This can be accomplished
4 without having to relocate the off ramp
5 itself but by merging the downramp lane
6 with the ground-level service road
7 sooner and, thus, further away from
8 cross street intersections. This would
9 have the added benefit of reducing the
10 amount of bridge required and
11 conceivably reduce the construction
12 cost as well. The locations indicated
13 below need to be re-examined for such a
14 redesign: Eastbound off ramp to
15 Lapalco Boulevard; westbound U.S. 90 to
16 eastbound U.S. 90 B Service Road to
17 Segnette Boulevard; eastbound off ramp
18 to Segnette Boulevard; eastbound and
19 westbound off ramps to Victory Drive;
20 eastbound off ramp to Ames Boulevard;
21 westbound off ramp to Segnette
22 Boulevard. This one should connect
23 well short of Wayne avenue.
24 15-8 Furthermore, an eastbound off
25 ramp and westbound on ramp need to be

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1 placed to the west of Live Oak
2 Boulevard, either to replace the ones
3 indicated in Link 5, Plate 74 or in
4 addition to those. Live Oak Boulevard
5 can be expected to experience a higher
6 traffic load due to expected increased
7 residential and commercial development
8 in the Waggaman and Ama communities.
9 This would have the added benefit of
10 capturing Capitol Drive and Glendella
11 Drive traffic.

12 15-9 The LA 635 interchange: This is
13 a great alternative for this segment of
14 I-49 because it will also provide an
15 opportunity to extend LA 635 further to
16 LA 306. This would provide an
17 alternative for connecting LA 306 to
18 I-49 connection without having to build
19 an interchange at LA 306 if deemed
20 feasible.

21 I am in full support of the
22 preferred alternative for I-49 but even
23 more so if the revisions and
24 adjustments that I have detailed are
25 incorporated, and I believe that no

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1 efforts to obtain funding for
2 construction should be overlooked so
3 that construction can begin soon and
4 our communities can enjoy the benefits
5 that this interstate will provide:
6 From the congestion relief to the ease
7 of hurricane evacuation to the economic
8 benefits.

9 (Discussion off the record).

10 (5:09 p.m.)

11 MS. FORD:

12 16-1 Okay. My business is in Boutte,
13 Take-Away Donut Shop, and while it will
14 not be directly impacted in any way
15 with the new highway, I feel that it
16 will be in a way as far as the business
17 is concerned, naturally, the customers
18 being rerouted or whatever, so I would
19 naturally prefer another route. I know
20 they won't go through the wetlands, but
21 that is my comment. That is all I can
22 say.

23 Thank you.

24 (Discussion off the record).

25 (5:11 p.m.)

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1 MR. MULDER:

2 I am opposed to the current
3 routing of Interstate 49 through
4 St. Charles Parish. I believe that the
5 17-1 best routing for I-49 is the one
6 proposed by the St. Charles Parish
7 Council which is south of Willowbridge
8 through the wetlands. I also believe
9 that the construction should be in
10 conjunction with or coordinated with a
11 West Bank Hurricane Protection Levee
12 17-2 and that both of the hurricane
13 protection levee and the interstate
14 should be constructed and routed in a
15 similar location. I believe that this
16 is best for St. Charles Parish and its
17 residents.

18 I have lived in St. Charles
19 Parish for twenty-seven years and am a
20 retired engineer with Union Carbide Dow
21 Chemical. I am familiar with the
22 construction of major capital projects
23 and with environmental permitting, so
24 I'm well aware of the issues regarding
25 the environmental permits, but I

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1 believe, in the end, the proposed
2 routing as mentioned by the St. Charles
3 Parish Council would be best for the
4 Parish.

5 That is it. Thank you.

6 (Discussion off the record).

7 (5:30 p.m.)

8 MS. HILLS:

9 My name is Donnie Hills. I
10 reside at 14381 Old Spanish Trail in
11 Paradis in the Mosella Subdivision and
12 I am opposed to the preferred route. I
13 endorse the I-49 south route and I have
14 a statement that I would like to give.

15 I-49 south has been, it seems to
16 me, totally eliminated as one of the
17 evacuation routes. The preferred route
18 is the only route that is now being
19 considered or pushed. This is the
20 18-1 preferred route of DMJM Harris because
21 it is the easiest route to pass
22 through. I-49 south is not the
23 preferred route because it would
24 involve wetlands which is much harder
25 to get a permit for from our Federal

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1 government. They don't want to put
2 forth the effort to go with I-49 south
3 even though it is elevated -- if it is
4 elevated as it should be, the wetlands
5 would heal themselves. The preferred
6 route affects the least amount of
7 people, minority people who DMJM Harris
8 feels has a weak voice, who will simply
9 not fight for what is right, which they
10 are not willing to do. The easiest
11 route to go may not always be the best
12 route.

13 Between Mosella and Boutte, over
14 forty families will be directly
15 affected. Do they not count? DMJM
16 Harris says we can't fight the Federal
17 government. I say don't fight them but
18 let them see the right thing to do.
19 Cross wetlands that would heal
20 themselves over a period of time and
21 not displace the people.

22 Our Parish Council endorsed I-49
23 south. Does their voice matter
24 nothing? And if they're pushing and
25 doing all they can for the people --

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1 pardon me -- and are they pushing and
2 doing all they can for the people in
3 the Parish? Our Parish Council, where
4 are you? We tried on at least four
5 different occasions to meet with DMJM
6 18-3 Harris to identify the affected
7 families and, each time, it was
8 canceled. Why?

9 One local businessman said this
10 is a done deal. If this is so, why are
11 they smoke screening us? If Louisiana
12 politics -- is Louisiana politics
13 raising its head on this billion dollar
14 project?

15 DMJM Harris, I know your mind is
16 made up and you don't want to face the
17 Federal government, but the greatest
18 power is looking at you and is not
19 pleased with your efforts. You know
20 what the stakes are and will have to
21 look yourself in the mirror each day
22 and live with the decision you make.
23 Thank you.

24 (Discussion off the record).

25 (5:55 p.m.)

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1 MS. ROBINSON:

2 My name is Mrs. Eula Mae
3 Robinson. I live at 14303 Highway 631,
4 Old Spanish Trail, Mosella, Louisiana.
5 I have been living at this address for
6 the past fifty-four years. I have
7 lived in Mosella all of my seventy-one
8 years.

9 I am opposed to the designated
10 19-1 route through my neighborhood. This
11 route would destroy my beloved life and
12 my neighborhood. There are highways
13 and bridges in the United States that
14 have not impacted wildlife. It seems
15 it is always the black man who is
16 19-2 discriminated when other money
17 interests are involved. Love of money
18 is the root of all evil. Our
19 forefathers put trust in God for a
20 reason, not for money, not love of
21 money when it destroys lives and
22 communities.

23 Please do not use cost, wildlife
24 and Katrina as an excuse. God created
25 the animal world and he will always

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1 provide for it. It is only when man
2 uses animal life for his own gain, God
3 forbid. Don't use the trees for an
4 excuse. Whenever man misuses God's
5 people for the animal world and
6 personal gain, God will step in.
7 Please make a difference and I will be
8 happy with your decision not to come
9 through Mosella. You will be surprised
10 what your life will be like.

11 Mrs. Eula Mae Robinson, Mosella,
12 Louisiana.

13 (Discussion off the record).

14 (6:00 p.m.)

15 MS. LAQUE:

16 20-1 I just wanted to say that I am
17 pleased with the alignment. I am
18 concerned, however, about the thirteen
19 families that are going to be evicted.
20 I feel certain, though, that the
21 20-2 government or the powers that be will
22 compensate them appropriately and even
23 possibly provide moving expenses to
24 lessen the shock of it all.

25 I feel very strongly that the

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20-3

underground area under the proposed roadway in the area of the Boutte interchange, I guess you would call it, near Paul Maillard Road be somehow turned into a park area with ample lighting for nighttime and for safety, possibly with asphalt with some basketball goals and maybe some small park equipment. It would be sheltered from rain and it would be shaded on the hot days. I think it would be a fantastic thing for that area.

However, the upkeep, nobody wants to take the ball on the upkeep. I feel certain that the Parish could find it in their budget to weedeat one more place and mow it occasionally. I feel certain that the police, every hour or two in the evenings, could ride by there because they probably do already, so my comment is is that I hope the community somehow gets something better out of this because it is going to be a hardship to them.

(Discussion off the record).

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1 (6:05 p.m.)

2 MS. MORRIS:

3 My name is Sandra R. Morris and I
4 live in Paradis at 14130 Old Spanish
5 Trail, and I am currently being
6 affected or impacted by the proposed
7 I-49 route.

8 I totally disagree. My concern,
9 21-1 I don't care if it is the Federal
10 government, why is it that they take so
11 much precedence in people's lives and
12 why is it always minority and blacks
13 that is always impacted by major
14 concerns or major -- what is the word?
15 Major improvements, as they would call
16 it? Is a person not as valuable as an
17 animal? For that reason, God created
18 heaven and earth and he created man and
19 woman and then he created the animals.
20 Again, I -- my concern is, why the
21 21-2 minorities? Is it just the Federal
22 government who can have their way and
23 say? I will tell them that to their
24 face.

25 I have lived in Paradis all my

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1 life. I am forty-seven years old. I
2 have raised my children there. The
3 land we have lived on will not be
4 replaced by the not even an acre
5 they're willing to give us. We have to
6 uproot our children just because of a
7 highway that could be built somewhere
8 else. Words cannot describe what I
9 feel right now.

10 I think they need to reconsider,
11 if they have a God or heart or love in
12 their body, they need to go to God and
13 pray and ask him to reconsider.
14 They're not worried about people;
15 they're worried about money and
16 themselves. And, again, my major
17 concern is poor blacks, minorities are
18 always impacted by their wishes.

19 Thank you.

20 (Discussion off the record).

21 (6:35 p.m.)

22 MR. DIGGS:

23 I don't have a problem with the
24 22-1 I-49 coming through Boutte, but I just
25 would like to say that is it going to

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1 have an exit in Boutte or exit off of
2 I-49 into Boutte town, or do we have to
3 22-2 go down further to another town to get
4 up on it? It's good to have an
5 interstate running through Boutte, but
6 we need a quick way to get on I-49 in
7 case of emergency evacuation, to get
8 out of Boutte.

9 (Discussion off the record).

10 (7:00 p.m.)

11 MR. DUFRENE:

12 Basically, we were wondering,
13 between Link -- right at the end of
14 Link 4 to Link 5, it's Marker 1280 to
15 1380, that the road starts to drift
16 south. They go down to a split
17 23-1 interstate to a two-lane roadway in
18 between the interstate and the road
19 drifts south towards current
20 residential property and a more
21 residential area instead of drifting
22 north away from everything. There is
23 nothing on the north side of the
24 highway but the interstate, and the
25 highway drifts south, and we were

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1 wondering if that could be adjusted to
2 be on a more northerly track where it
3 would affect no one.

4 (Discussion off the record).

5 (7:01 p.m.)

6 MR. EGLE':

7 I'm actually a resident of --

8 24-1 they got it listed as Hubcap City
9 Avenue, which is listed wrong. I mean,
10 I don't know if I need to tell you this
11 or not. It's actually in the Pier 2
12 area is where I'm located at, and on
13 Link 5 between 1290 and 1380 markers,
14 the highway drifts southerly where, at
15 24-2 1290, it's center of Highway 90 and,
16 when you get -- by the time you get to
17 Marker 1380, it has drifted south
18 probably about -- according to the map,
19 it looks about 12 to 13 feet, and I
20 think it would be best as far as the
21 residents that live in that area that,
22 if it would stay either center line of
23 Highway 90 or drift more northerly, it
24 would have no impact on our property
25 whatsoever.

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1 According to the map that we're
2 looking at today, it's showing that
3 they would probably have to take
4 12 feet of land from the residents in
5 that area and, if they would move it
6 that much more over, they wouldn't have
7 to take anything.

8 (Discussion off the record).

9 (7:45 p.m.)

10 MR. PIERRE:

11 25-1 My comment is that I live at 417
12 Alexandera Street, and we first
13 negotiate with the company that we were
14 going to move as a group, but I would
15 like to change that. I would like to
16 be separate from the group, you know,
17 from the family group. I would like to
18 move somewhere else instead of going
19 with the group, with the family group.

20 (Discussion off the record).
21
22
23
24
25

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REPORTER'S CERTIFICATE

I, RUTH ANN FREY, Certified Shorthand Reporter, do hereby certify that the proceedings were reported by me in shorthand and transcribed under my personal direction and supervision, and is a true and correct transcript, to the best of my ability and understanding;

That I am not of counsel, not related to counsel or the parties hereto, and not in any way interested in the outcome of this matter.


RUTH ANN FREY
CERTIFIED COURT REPORTER
Certificate No. 81043

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Page 1 of 1

Costa, Louis**From:** Jcpress2@cs.com**Sent:** Wednesday, March 28, 2007 1:23 PM**To:** I49South**Subject:** (no subject) 26-1

Please do not use (or just throw away, burn, discard, wipe with) Alternative 4B Key Map.

In whose eyes would this be beneficial, Monsanto? Leading right to their backyard.

I can see the useless overpass now in my nightmares, as my kids go outside to play while listening to the sweet sound of overpassing cars on the Queenie Dr./Barton Ave. Access Road. Not to mention the transients that will be accosting my family and my neighbors, waving as they travel through our neighborhood from the underpass to the local marts. Don't forget the damage that will be caused from the increase in traffic down our street

Please, please do not use Alternative 4B Queenie Dr./Barton Ave Access Road.

http://www.i49south.org/SIU1_2/SIU1_PictureOpener.cfm?SellImg=SIU1_Plate54.jpg

3/28/2007

Costa, Louis

From: i49support@gcr1.com
Sent: Wednesday, March 28, 2007 5:25 AM
To: I49South
Subject: An I-49 Comment has been submitted

27-1 There is a comment waiting for your approval.

Comment: All the Sat maps in " SIU 1 " are complete.

Yet in " SIU 2 " no satellite maps have been posted.

When will Alternative 5A plate 79 sat map be posted?

Dale Bernard

28 Gainswood Drive East Marrero, La 70072

504-347-7587 sbernard4@cox.net

Please go to the comment admin section of the site to view and approve.

**PUBLIC HEARING COMMENT FORM**

STATE PROJECT NO. 700-92-0011
FEDERAL AID PROJECT NO. HP-9201(501)
I-49 SOUTH / ROUTE US 90
(RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED EIS
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN APRIL 9, 2007.

Mail to Ms. Noel Ardoin
Environmental Engineer Administrator
LA Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

E-Mail to i49south@dmjmharris.com or through the Comment link on www.I49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 28-1 *I support the route as shown. My other*
concern is the method of construction. The officials
present told me the method would be and on or
in I-310. The method for I-10 thru the La Branche
Wetlands caused massive problems that we
28-2 *are still dealing with today. Salt water intrusion*
caused by canal construction is still affecting
the area & has caused land loss, degraded
wildlife habitat &ypress tree loss by the
thousands.

NAME: *M L Cambe* DATE: *3-29-07*
ADDRESS: *402 Marino Marco, La 70079*

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-92-0011
 FEDERAL AID PROJECT NO. HP-9201(501)
 I-49 SOUTH / ROUTE US 90
 (RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED EIS
 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN APRIL 9, 2007.

Mail to Ms. Noel Ardoin
 Environmental Engineer Administrator
 LA Department of Transportation & Development
 P.O. Box 94245
 Baton Rouge, Louisiana 70804-9245

E-Mail to i49south@dmjmharris.com or through the Comment link on www.I49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS: 3/29/07.

29-1 THE PREVIOUS MEETING OFFERED RESIDENTS OF THE LINK 2 AREA TWO ALTERNATIVES, ALT 2A AND ALT 2B. APPARENTLY ALT 2A HAS BEEN DEEMED TOO EXPENSIVE. RESIDENTS OF CYPRESS DRIVE WILL HAVE TO ENDURE THE PROXIMITY OF AN INTERSTATE HIGHWAY WHICH WILL RUIN THEIR BEAUTIFUL WATERFRONT VIEWS, DRASTICALLY INCREASE THE NOISE LEVELS THAT THEY WILL BE SUBJECTED TO AND THEIR PROPERTY VALUES WILL PLUMMET BECAUSE NO ONE WILL WANT TO HAVE AN INTERSTATE IN THEIR BACKYARD. RESIDENTS OF CYPRESS DRIVE WILL HAVE NO RECOURSE OR RECOMPENCE FOR THIS ACTION BY THE FEDERAL GOVERNMENT. MY WIFE AND I HAVE OWNED PROPERTY HERE FOR OVER 10 YEARS AND AFTER I RETIRED, HAVE LIVED HERE FULLTIME FOR THE PAST 3 YEARS. WE HAVE INVESTED IN OUR PROPERTY TO MAKE IT A LONG LASTING WORTHWHILE HOME. THAT IS NOW UNDER

NAME: JOHN EMERY & JUDITH EMERY DATE: 3/29/07 ^{THREAT.}

ADDRESS: 122 CYPRESS DR, DES AIGMANDS, LA 70030
 P.O. BOX 876. e-mail: johnemery@mac.com.

PUBLIC HEARING COMMENT FORM

STATE PROJECT NO. 700-92-0011
FEDERAL AID PROJECT NO. HP-9201(501)
I-49 SOUTH / ROUTE US 90
(RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED EIS
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN APRIL 9, 2007.

Mail to Ms. Noel Ardoin
Environmental Engineer Administrator
LA Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

E-Mail to i49south@dmjmharris.com or through the Comment link on www.I49south.org

PLEASE CONSIDER THE FOLLOWING COMMENTS:

30-1

*Noise level for residents on service roads
next to exits in Raceland, La.*

NAME:

ADDRESS:

Leidhance
121 South Service Road
Raceland, La 70394

DATE:

3/29/07

1 I-49 SOUTH
2
3 DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
4
5 PUBLIC HEARING
6
7 STATE PROJECT NO. 700-92-0011
8
9 FEDERAL AID PROJECT NO. HP-9201(501)
10
11 I-49 SOUTH/ROUTE US 90
12
13 (RACELAND TO THE WESTBANK EXPRESSWAY) UNIFIED
14 EIS
15
16 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES
17
18 MARCH 29, 2007
19
20
21
22 Proceedings taken at KNIGHTS
23 OF COLUMBUS HOME, 115 Buford Street (Louisiana
24 652), Raceland, Louisiana, commencing at 4:00
25 p.m.

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METAIRIE, LA 70004
PHONE (504) 456-2115

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619 JEFFERSON HIGHWAY SUITE 2G
BATON ROUGE, LA 70806
(225) 922-4527

1 SPEAKERS:

2

3

4

REED CANCIENNE

5

127 South Service Road

6

Raceland, Louisiana 70394

7

8

THOMAS J. FLETCHER, IV

9

P.O. Box 156

10

Matthews, Louisiana 70375

11

12

GLENDA LEBLANC

13

P.O. Box 611

14

108 Cypress Drive

15

Des Allemands, LA 70030

16

17

TOM LEBLANC

18

P.O. Box 611

19

108 Cypress Drive

20

Des Allemands, LA 70030

21

22

23

24

25

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1 (Reporter's note: The following
2 statements were made by members of
3 the public between the hours of
4 4:00 and 8:00 p.m.)
5 (4:50 p.m.)
6 MR. CANCIENNE:
7 My concerns are we presently live
8 at 127 South Service Road, which is an
9 exit ramp for the existing Highway 90.
10 When the property was expropriated many
11 years ago and we knew we were building
12 our homes along the South Service Road,
13 we was told, if there was problems with
14 vehicle noise and like eighteen
15 wheelers and the trucks and stuff like
16 this that this would be addressed when
17 30-2 it would be converted to I-49 or
18 whatever in the future, and that is why
19 we were having, you know, the fences
20 put up and it was an enclosed system
21 instead of a system that you could get
22 on and off, because the future was
23 actually being an interstate highway.
24 Well, now, we're at this meeting
25 and they're telling us, well, they're

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1 not even considering that because we
2 live on the LA 1 side and that is going
3 to stay like it is and, now, they are
4 developing the 308 side, so there is no
5 consideration being given to the sound
6 problems on the LA 1 side because it's
7 going to stay the way it is, which is
8 just kind of a circle around that they
9 did to us, you know, when they
10 expropriated the property, and we need
11 some kind of noise barrier because the
12 amount of eighteen-wheeler trucks and
13 all that is actually coming off of the
14 highway, and that is, you know,
15 Lafourche Parish roads, the poor roads
16 is just getting worse and worse now.
17 We're between six and seven thousand
18 trucks a day that exit in front of our
19 house, and I don't know how much busier
20 it has to get, and it's not everybody.

21 A lot of the truck drivers are
22 pretty reasonable, but there are a few,
23 you know, that rattle your windows and
24 wake you up in the middle of the night
25 with the jake brakes and the

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1 downshifting and exhaust systems and
2 popping the deal and stuff like that,
3 so I just wish they would take some
4 consideration for the residents of that
5 area.

6 (Discussion off the record).

7 (5:40 p.m.)

8 MR. FLETCHER:

9 This is a better whatever you
10 call it -- scenario or whatever the
11 word is I'm looking for coming up with
12 the proposal than they have had in the
13 past, more equitable for everybody
14 concerned in my area between Bayou
15 Lafourche and 182. In that area, there
16 is over 24 acres of the complex.
17 However, the proposed Highway 90 -- I
18 mean the present Highway 90, they're
19 proposing it to be a service road.
20 This is where the economic development
21 is going to occur. The road, the
22 temporary road going from the exit,
23 31-1 which is close to 182, going west is
24 going to be nonfunctional; it's going
25 to stop. You cannot go west on the

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1 service road because it does not tie
2 back in to Highway 308.

3 I think this is horrible. They
4 told me that the reason being is there
5 is not enough traffic. All right.
6 We're hoping the State can have this to
7 where people from local areas can come
8 easily, instead of having to get on the
9 main I-49 and get off approximately a
10 half mile further down and come back
11 around and, then, you're on a dead end
12 road. It does not make sense, not in
13 the year 2007. I mean, when you're
14 talking about infrastructure, when
15 you're talking about growth and
16 development and you're talking about
17 things that normal people would make
18 sense to that you don't want the
19 highway to just stop, this is what they
20 proposed. It's a travesty. I think it
21 is horrible.

22 I've talked to the people and
23 they said we need to get tremendous
24 development, we have to get tremendous
25 number of people using the service road

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1 for them to go ahead, and they're not
2 going to do this federally; we're going
3 to have to do it statewide, so
4 everything else is pretty decent, but
5 the proposal of the road from the exit
6 heading west dead ending doesn't make
7 any sense, and it's going to hurt
8 economic development along that area,
9 and I wish something could be done.

10 (Discussion off the record).

11 (6:50 p.m.)

12 MRS. LEBLANC:

13 First of all, I feel like this is
14 kind of a sham meeting in that what
15 we're seeing here is not a proposal
16 32-1 or -- but a definite decision has
17 already been made. I'm probably not
18 saying this very well, but I feel like
19 the decision has been made and that
20 we're asked for comments but they
21 really don't want to hear them, that
22 the decision has been made so it makes
23 no difference what we say.

24 I feel like they're not taking
25 into consideration some of the things

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1 that are very, very important to the
2 people of South Louisiana, and that is
3 the waterfront property that we live on
4 that we had an expectation when we
5 brought the waterfront property that it
6 would be waterfront property and it --
7 by the proposal that I see or the
8 decision that has been made, I don't
9 know that it has been made but it
10 sounds like it has by everything we've
11 seen so far, that we don't have a voice
12 in what the decision is. The decision
13 has been -- I feel like the decision
14 has been made.

15 (Discussion off the record).

16 MRS. LEBLANC:

17 Also, I would like to see them
18 32-2 use the money to build up levees to
19 protect our whole coast instead of
20 building a highway that I think is out
21 here that we don't need.

22 MR. LEBLANC:

23 I'm here under the opinion that
24 33-1 this was to collect comments on two
25 different proposals. I'm only seeing

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1 one here tonight, so this apparently is
2 the final proposal. There is no
3 alternative. I'm very disappointed in
4 that.

5 Where we live on 108 Cypress
6 Drive in Des Allemands, Dufrene's Pond
7 is our backyard, and it's very
8 beautiful and scenic, and we always
9 thought that it was a water protected
10 area. We have eagles, four different
11 eagles that I know of that use that as
12 a fishing and feeding area. We have
13 alligators, gray blue herons, seagulls,
14 all types of wildlife. In the
15 wintertime in Dufrene's Pond, you have
16 wild migratory birds. I have seen
17 geese back there, ducks, coots.
18 Excellent fishing in the past has been
19 back there. All this is going to
20 change when this highway comes through.

21 The noise level from the elevated
22 33-2 roadway passing through the back of us
23 is going to be tremendous. We were
24 told tonight that there was a study
25 done on the noise level, but the guy

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1 could not tell me that -- the results
2 of that study or that -- the effect of
3 the noise, eighteen wheelers passing
4 and the noise bouncing off the waterway
5 into our property. It's going to be
6 highly irritating.

7 MRS. LEBLANC:

8 Also the damage, the destruction
9 in the building.

10 MR. LEBLANC:

11 When they start driving the
12 33-3 pilings and all, see, we have water
13 underneath the ridge where we're at,
14 and that water vibrating when they're
15 driving that piling is bound to
16 deteriorate our land. Plus it's going
17 to drop the value of our property when
18 you have an interstate passing in your
19 backyard within 4,000 feet --

20 MRS. LEBLANC:

21 No, 1,200 from our backyard.

22 MR. LEBLANC:

23 Excuse me, 1,200 feet from our
24 33-4 backyard, so our property value is
25 going to decrease when there should

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1 have been and could have been an
2 alternate route following the existing
3 Highway 90 at least one more mile
4 further and cutting across at that
5 point.

6 33-5 So we're totally against this one
7 proposal that they say is the preferred
8 proposal. We would still like to see
9 it continue one more mile further down
10 Highway 90 and then cutting across. It
11 would be a lot less property values.
12 We have over a hundred homes back along
13 that back road of Dufrene's Pond.

14 Thank you.
15
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1 REPORTER'S CERTIFICATE

2
3 I, RUTH ANN FREY, Certified Shorthand
4 Reporter, do hereby certify that the proceedings
5 were reported by me in shorthand and transcribed
6 under my personal direction and supervision, and
7 is a true and correct transcript, to the best of
8 my ability and understanding;

9 That I am not of counsel, not related
10 to counsel or the parties hereto, and not in any
11 way interested in the outcome of this matter.
12
13
14
15
16
17

18 
19 RUTH ANN FREY
20 CERTIFIED COURT REPORTER
21 Certificate No. 81043
22
23
24
25

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
P.O. Box 26567 (MC-9)
Albuquerque, New Mexico 87125-6567



IN REPLY REFER TO:

ER 07/118
File 9043.1

April 4, 2007

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Ms. Ardoin:

Subject: COMMENTS on the Draft Environmental Impact Statement (DEIS) for I-49 Upgrade,
Raceland to Westbank Expressway in the US-90 Corridor, Federal Aid Project No. HP-
9201(501) and State Project No. 700-92-0011, Jefferson Parish, Louisiana

The U.S. Department of the Interior has reviewed the subject DEIS and offers the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act (83 Stat. 852; 42 U.S.C. 4321-4347).

General Comments

- 34-1 The Lafayette, Louisiana, Field Office of the Fish and Wildlife Service has been actively involved in the scoping and development process for the subject DEIS since its inception. As a result, the Department's Federal-trust resource issues have been adequately identified and addressed in the DEIS. The document is generally well-written, well-organized, and provides an adequate description of the potential impacts associated with each alternative. The Department agrees with, and supports, the selection of the preferred project plan, since we believe it is the least environmentally damaging alternative.

Specific Comment

- 34-2 Chapter 5, Table 5-7 and Chapter 6.2.4: The wetland impact table in Chapter 5 identifies a 25.5-acre impact to a marsh, yet the section in Chapter 6 referencing compensatory mitigation only mentions a proposal (i.e., purchase credits in the Paradis Mitigation Bank) to offset impacts to

forested wetlands. The Department recommends that the Final EIS provide a commitment to compensate in-kind for impacts to tidally influenced marsh.

We appreciate the opportunity to provide these comments. If you have any questions pertaining to our comments or require further information, please contact Patti Holland of the Service's Lafayette, Louisiana, Field Office (337/291-3121).

Sincerely,



Stephen R. Spencer
Regional Environmental Officer

cc: Mark Stinson, Federal Highway Administration, Baton Rouge, LA
U.S. Environmental Protection Agency, Dallas, TX
U.S. Army Corps of Engineers, Regulatory Functions, New Orleans, LA
Louisiana Department of Wildlife and Fisheries, Baton Rouge, LA
National Marine Fisheries Service, Baton Rouge, LA
Louisiana Department of Natural Resources/Coastal Management Division,
Baton Rouge, LA

Costa, Louis

From: i49support@gcr1.com
Sent: Wednesday, April 04, 2007 12:34 PM
To: i49South
Subject: An I-49 Comment has been submitted

There is a comment waiting for your approval.

Comment: Hi,

I don't recall if I have already submitted this request, but it shouldn't hurt to do so again:

- 35-1 I live along HWY 90 in Des Allemands in the Cypress Point subdivision.
I49 is supposed to pass right in front of my home. I respectfully request that tall barrier wall be used in this location to reduce/reflect road noise away from the homes
35-2 located in this subdivision. I would also like to request that what ever can be done to minimize vibrations from passing traffic also be implemented.

Thanks

Mark Hogan

3140 Resort LN Des Allemands, La 70030

(504) 831-7570 Mark.Hogan@smtechnologies.com

Please go to the comment admin section of the site to view and approve.

From: Dr McCall [mailto:drmccall@cox.net]
Sent: Wednesday, April 04, 2007 8:05 AM
To: Hergert, Debbie
Subject: Comment on I-49

Please find attached my comments on I-49. I would ask that these be sent to whoever needs them to include them in the final report.

Thanks

Gary McCall

Comment on I-49

On Tuesday, March 27, 2007, I attended the public hearing on I-49. As a result of the information gained at this meeting, our church board would like to issue the following comment on behalf of the church:

Bible Center Church is a non-denominational church ministering to over 230 people on a weekly basis through our worship services, Bible studies, children and youth clubs, and our ministry to the mothers of pre-school children. The facility is located immediately adjacent to the proposed intersection of I-49/US90 and Barton/Lakewood on the North side of the railroad tracks. It is clearly identified on the DEIS (Draft Environmental Impact Statement) maps.

Our concerns regarding the environmental impact of this project are:

1. Noise
2. Hazardous Spills
3. Accidents
4. Property Values
5. Property Use
6. Elevation enables crime
7. Hurts Business
8. Traffic Study based on Pre-Katrina Figures/Projection

- 36-1 **Noise.** The elevated portion of I-49 will be rising from a 16' level to 23' above the present level of the railroad at or on our property line. Not only normal traffic noise, but also the sound of tires hitting the expansion joints will be heard in our buildings. It was noted that there is no plans for noise abatement because this is not economically feasible.
- 36-2 **Hazardous Spills.** The proximity of an elevated interstate highway to our facility, our yard where children and youth play games, and to the drainage canal that is located on our land and is pumped into the diversion project and out into the wetlands raises concerns about a chemical spill. If a tanker truck wrecks or leaks, the chemicals will drain out and onto the property below.
- 36-3 **Accidents.** The bus wreck in Atlanta illustrates the dangers of having an elevated highway near a place where traffic operates below the interstate (such as on Barton Avenue and Highway 90) and where children and youth are beneath or adjacent to this elevated structure.
- 36-4 **Property Values.** The visual impact of this project on our community will be considerable. It will forever change the view of the skyline. This cannot help but make a negative impact on the value of our church property and of the homes in our community. Hurricane risk has already lowered value and the insurance crisis has slowed the market for homes. To lower property values with this project would trap many people in a dangerous area with no way to sell their homes and make enough money to pay off the mortgage.

- 36-5 **Property Use.** The only portion of our property upon which we can build is immediately adjacent to the project. Our plans for a multi-purpose facility have been put on hold because of the possible impact of this project.
- 36-6 **Elevation Enables Crime.** An elevated highway would render much of the area in and around the supports unusable to the law abiding public and would make a haven for drug users and robbers.
- 36-7 **I-49 Hurts Business.** While this project does not bypass Luling, it would divert the morning and evening commuter traffic away from the commercial establishments on Highway 90. This again would have a negative impact on our community and therefore on the people of our church.
- 36-8 **Traffic Study Out of Date.** The need for this interstate is based on a traffic study and projections which were done prior to the impact on Katrina on the City of New Orleans. This event has had such a depressing impact on the population of our neighboring parishes as to call into question the validity of this now outdated study. Before funds are allotted (or even requested) this portion of the EIS should be revised taking into account the temporary nature of post-Katrina traffic, the decreased population of Orleans and Jefferson Parishes, and the impact of the current work on the Huey Long bridge on US90.

Dr. Gary McCall, Pastor

Cosmas Ubasineke, Chairman

Board Members:

Shawn Beadle
Chris Berg
George Bird
Clyde Boutwell
Keith Petit
Alan Ray

Costa, Louis

From: i49support@gcr1.com
Sent: Thursday, April 05, 2007 10:57 AM
To: I49South
Subject: An I-49 Comment has been submitted

There is a comment waiting for your approval.

Comment: My comment involves the portion of I-49 near Boutte and Luling along Hwy 90. Putting an interstate system along the hwy would change the entire character of my community. I'm not concerned with the buisness so much as the residential atmosphere which attracted me in the first place. The shops / stores have survived based on locals, not the drive thru traffic. I've lived in Luling for the past 25yrs, an expressway was never invisioned by anyone wishing to live there

- 37-1 Secondly, my thoughts on a southern route are that a levee system could be incorporated into the roadway design. Protection is badly needed in this area if we don't want a repeat of St. Bernard. In building a levee system, an access road for trucks in necessary - true? Combined with a raised / semi raised interstate system you could accomplish both and save money (ours) rather than 2 seperate projects. When the raised I-310 was constructed it won awards for inovative technology that had minimal damage to surrounding swamps. Why not use and improve those methods for I-49? Similar to portions near Morgan City which were recently built - it can be done.
- 37-2 I have worked in the engineering field for 30 yrs, drafting, design and planning. It seems the reason to connect back with hwy 90 at this location is very weak and lacks consideration for my community. I see the future of lower property values and an exodus of families from the subdivisons south of hwy 90, in that area.

Please consider these thoughts and comments, Thank You - David Price

David Price

8 Patricia Ct Luling, La 70070

(985) 785-9442 price1592@bellsouth.net

Please go to the comment admin section of the site to view and approve.

04/09/2007 MON 15:25 FAX 225 757 7601 FEDERAL HWY ADMIN

0002/004

REPLY TO
ATTENTION OFDEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267Operations Division
Regulatory Branch

APR 5 2007

Subject: I-49 South (Unified Raceland to Davis Pond Diversion)
FAP HP-9201(501)/LA DOTD SP 700-92-0011Federal Highways Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808-4348

Gentlemen:

This is in regard to the Draft Environmental Impact Statement (DEIS) forwarded to us by letter dated February 1, 2007, which evaluates the potential impacts associated with the proposed upgrading of US Highway 90 to a controlled access highway (I-49) between Raceland, Louisiana in Lafourche Parish and Westwego, Louisiana in Jefferson Parish.

We have reviewed the DEIS and find that the document, in general, adequately describes the affected environment, discusses alternatives to the preferred alternative and the potential direct impacts associated with the preferred alternative. We do have some suggestions regarding the Corps' regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 and the Section 404 of the Clean Water Act.

NAVIGATION:

38-1

Under Section 10, we regulate (1) structures such as a wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States and (2) excavating or filling, or any other work that alters or modifies the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States. As proposed, the project will cross several waterways along the route between Raceland and Westwego. Most waterways in the project area are Section 10 as a result of tidal influence. Bayou Des Allemands and adjacent canals have been determined to be Section 10 "in fact". The final EIS should have a section addressing impacts to navigation in the chapter "Affected Environment". The section should describe existing conditions/limitations and provide some discussion of the project's short-term or long-term impact to navigation on these waterways. It should also describe any mitigative measures to be included in the project's design to avoid and/or minimize potential impacts to navigation.

04/09/2007 MON 15:25 FAX 225 757 7601 FEDERAL HWY ADMIN

003/004

2

MITIGATION:

- 38-2 Other mitigation options exist that were not mentioned in the DEIS. They include, but are not limited to, restoration of portions of the existing highway to wetlands and the improvement of sheetflow through gaping or additional culverts or bridges. This mitigation option is one of the project purposes: "maintaining consistency with other programs that provide for the protection of the natural environment" and should be the primary form of compensation for unavoidable project impacts. EXAMPLE: The alignment from near Bayou Lafourche to its connection with relocated LA 182 has been relocated from the existing highway ROW from 500 to 800 feet outside the existing alignment. This relocation would directly impact approximately 23 acres of forested wetlands and isolate about 75 acres of forested habitat between the proposed alignment and existing alignment. Restoring the existing ROW to pre-project elevations and planting the site with appropriate species would go a long way to compensate for the direct and secondary impacts associated with the relocation in this area. This would be the first choice for mitigation in this area. There are similar mitigation possibilities along the length of the roadway.

The source and location of mitigation should be discussed in context of our current regulatory guidance, RGL 02-2, in that "Mitigation should be required, when practicable, in areas adjacent or contiguous to the discharge site (on-site compensatory mitigation). On-site mitigation generally compensates for locally important functions, e.g., local flood control functions or unusual wildlife habitat. However, off-site mitigation may be used when there is no practicable opportunity for on-site mitigation, or when off-site mitigation provides more watershed benefit than on-site mitigation, e.g., is of greater ecological importance to the region of impact. Off-site mitigation will be in the same geographic area, i.e., in close proximity to the authorized impacts and, to the extent practicable, in the same watershed. In choosing between on-site or off-site compensatory mitigation, Districts will consider: 1) likelihood for success; 2) ecological sustainability; 3) practicability of long-term monitoring and maintenance or operation and maintenance; and, 4) relative costs of mitigation alternatives."

CUMULATIVE IMPACTS:

- 38-3 One of the project purposes is to "Enhance the economic potential of Louisiana through improved access to ports, airports, industrial sectors, and tourist attractions". In the discussion of cumulative and secondary impacts regarding economic development, the DEIS states that "I-49 South is not anticipated to aid or abet growth in the area as momentum of development is already in place in response to existing infrastructure." There seems to be some disconnect here.

MINOR PROBLEMS:

- 38-4 1) Page S-12; Section 2 is regulated by the Coast Guard not the Corps of Engineers.
- 38-5 2) Page 1-10; Section 1.4.2; third sentence, typo: fits

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004/004

3

38-6

3) Page 2-16, paragraph 3 (but applies document wide): "Section 404 requires that a project be the least damaging, most practicable Alternative relative to wetlands." This sentence should read "least damaging, yet practicable alternative". The term practicable means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. It may not be the most practicable alternative.

Thank you for the opportunity to review and comment on the DEIS. Should you have any questions concerning our comments, please contact Dr. James Barlow at (504) 862-2250 or at james.a.barlow@mvn02.usacc.army.mil.

Sincerely



Pete J. Scio
Acting Chief, Regulatory Branch

Costa, Louis

From: i49support@gcr1.com
Sent: Friday, April 06, 2007 12:56 PM
To: i49South
Subject: An I-49 Comment has been submitted

There is a comment waiting for your approval.

39-1 Comment: My name is Claudette L. Pitre and I own a bed and breakfast, "A Chateau on the Bayou" which is located at 3158 Hwy. 308 in Raceland, LA.
I object to the current plan where I-49 does not connect to LA. 308 as this would affect my business.

claudette pitre

3158 Hwy. 308 P.O. Box 1846 Raceland, La 70394

9855376773 claudettelp@charter.net

Please go to the comment admin section of the site to view and approve.

**Coalition to Restore Coastal Louisiana**

6160 Perkins Road • Suite 225 • Baton Rouge, LA 70808
(225)767-4181 • (225)768-8193 fax • (888) LACOST • crcl.org

April 9, 2007

Ms. Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Post Office Box 94245, Capitol Station
Baton Rouge, Louisiana 70804-9245

**RE: US 90 (Future I-49 South) Unified EIS
From Raceland to Westbank Expressway
State Project No. 700-92-0011
Federal Aid Project No. HP 9201(501)
Jefferson, Lafourche and St. Charles Parishes, Louisiana**

Dear Ms. Ardoin,

Representing the state's businesses, local governments, scientists, and concerned citizens, the Coalition to Restore Coastal Louisiana (CRCL) has worked to secure both state and federal commitment to the conservation and restoration of Louisiana's coastal wetlands. CRCL has reviewed the Draft Environmental Impact Statement for I-49 South, Route US 90 published on February 1, 2007.

The Coalition supports providing elevated evacuation corridors for our coastal communities and businesses. We are pleased that the LDOTD has decided to elevate this roadway in its entirety. However, based on the extent of wetlands impacted by the proposed project, CRCL would like to make the following recommendations:

- 40-1 • **Coordination with the Integrated Ecosystem Restoration and Hurricane Protection: Louisiana's Comprehensive Master Plan for a Sustainable Coast.** Section 1.4.3 states that the proposed project will be developed in coordination with the strategies of the *Coast 2050* Plan. However, the *Coast 2050* Plan is no longer being relied upon for coastal protection and restoration. The State has completed a Master Plan in Draft Form and will be finalized before the end of 2007. One of the recommendations within the State's Master Plan is to promote "smart growth" and deter development in wetland areas. The Coalition supports all efforts to avoid and minimize wetlands within the right-of-way. The LDOTD does not have to rely on local governments to address zoning laws to address development in wetlands, but can avoid these induced impacts by constructing a controlled access interstate within the wetland areas. All agencies of the State needs to take the initiative and abide by the recommendations within its plan.
- 40-2

- 40-3
- **Induced and secondary impacts must be analyzed and evaluated effectively.** The discussion in Chapter 5 concerning the cumulative and indirect impacts is inadequate and lacking of the proper information. The cumulative impacts to wetlands is discussed in Section 5.24.1.2, however the discussion is based solely on the direct impacts of the I-49 roadway. The Draft EIS relies on regulations, such as the Clean Water Act, to prevent induced development in wetland areas. This is unacceptable. Cumulative impacts should analyze the acreage of wetlands becoming accessible to development outside of the current project. This information should be included within the Draft EIS as part of the potential impact of the project. These areas of potential development would not be accessible without the proposed project, therefore, the impacts are secondary to the I-49 roadway.

To prevent further development of wetlands from the I-49 roadway, the Coalition would like to strongly encourage the LDOTD to designate I-49 as a controlled access interstate in any sections of the roadway which contain extensive wetlands. We are not opposed to secondary development within the agricultural and urban areas, however the continual loss of wetlands in the State of Louisiana is unacceptable.

- 40-4
- **End-On Construction.** It is imperative for the health of the surrounding wetlands and to avoid indirect impacts that all construction be completed with end-on construction techniques, which allow for the elevated roadway to be constructed without heavy equipment entering the wetland areas. The Draft EIS states that the construction impacts would be temporary (Section 5.19), and include interruptions in surface water flow and the possibility of increased siltation. In actuality, the impacts of at-grade construction techniques are long-term and include impacts to hydrology, variations of the sediment grades, modification in habitat type and species diversity, introduction of exotic species, and increased vegetative maintenance of the roadway. If LDOTD does not approve end-on construction within the wetland areas, the actual acreage of wetland impacts needs to be analyzed and, more than likely, increased to attest for these additional indirect impacts from the proposed project. The Coalition is opposed to any construction method except end-on construction.

- 40-5
- **Coastal Forest Protection.** The proposed preferred alternative would impact critical coastal habitat, including wetlands that act as storm buffers. Mitigation components of the Draft EIS should make protection of Louisiana's coastal forests a priority. The cypress swamps along the proposed route (US 90) are key examples of this, including the swamps bordering and protecting Morgan City from several directions. The Coalition encourages the LDOTD to work in cooperation with the recommendations to preserve our coastal forests made to the Governor by the Advisory Panel on Coastal Forests and Use.

- 40-6
- **Will the required mitigation completely replace both the functions and values of the wetlands lost?** We recommend that the ratio of mitigated to lost wetland acreage be higher than 1:1 to account for imperfect substitution and failed mitigation. This is not to say that mitigation efforts should in any way fall short of attempting to replace the same

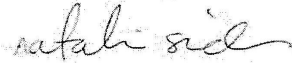
function and values of existing wetlands. The timeline to replace mature coastal forests should also be considered in the conservation and mitigation planning.

40-7

- **Summary Matrix.** A Summary Matrix would be helpful to include to quickly evaluate and compare the impacts from each alternative. Without a summary matrix, it is difficult to holistically comprehend all of the positive and negative features of each alternative.

In closing, the Coalition would like to reiterate that the I-49 roadway should be a controlled-access roadway in areas of extensive wetlands and that end-on construction should occur in all wetland areas to avoid further degradation of the habitats.

We look forward to your written response.



Natalie Snider
Science Director
Coalition to Restore Coastal Louisiana

Costa, Louis**From:** jeffnjara [jeffnjara@roux.org]**Sent:** Monday, April 09, 2007 10:53 PM**To:** I49South**Subject:** Comments on the DEIS for proposed I-49 South Raceland to the Westbank Expressway

Sir:

Below are my comments on the subject and keyed to the document.

Jeffrey Roux
10391 River Road
Ama LA 70031

S.0 Summary

S.1 Introduction

The New Orleans area must recover before anything other than the No-Build alternative is considered. The need which is supported by the projection data for the year 2030 must be questioned after Katrina. Another traffic survey and projection should be undertaken for such an expensive project (\$5.3+B) after New Orleans is well on the way to recovery.

41-1 From census population estimates 2000-2006 for the New Orleans area, the numbers are fairly flat for all the parishes with the exception of Orleans and St Tammany. Orleans Parish shows a loss of about 7000 people per year until Katrina with St Tammany showing an increase of about 6000 per year. The major jumps occur post Katrina with Orleans down to 220+K and St Tammany jumping up by 11000 to 230K. These numbers also do not reflect the recent moves of the headquarters of some large corporations out of New Orleans and not yet defined impact. The business at the Port of New Orleans has also not recovered completely and facing competition from other ports in the Gulf Coast area. The same is true for the tourism and convention business.

Most of the comments that have been published lately have reflected a recovery period of 10 to 15 years and then only getting back to an Orleans Parish population of 350+K. Therefore the design year date of 2030 must be moved out. A winter(2006) program on the Louisiana Public Broadcast station addressed gridlock in 2050. One of the panel members was from LA DOTD.

It has also been well reported that the demographics of the Southeastern portion of the state have changed and shifted to the North Shore and toward Baton Rouge.

The Regional Planning Commission which did the 2030 projections is supposedly not even looking at making projections until after the 2010 census and hopefully a more stable New Orleans.

The housing, education, healthcare, and public security issues and recovery have to be well underway before confidence returns along with the people.

41-2 Coastal restoration and hurricane protection levee plans need to be decided and funded prior to a route for I-49. They are going to do much more damage to the natural environment during their construction and perhaps the phrase "least damaging to the environment" will have some meaningful quantifiable parameters defined.

4/10/2007

41-3

Page 2 of 2

In several of the meetings on I-49 the question has been asked but no answer or document brought forth; "What is the documented damage to the wetlands caused by I-10/I-55/I-310/and elevated Hwy 90?" These highways have been around for a while and you don't hear a peep about the damage to the wetlands.

S.4 Development of Alternatives

The combination of the 2 SIU's into a single EIS should have produced another alternative.

- 41-4 That alternative should have been a direct route from Bayou Lafourche to an appropriate point in Westwego south of Hwy 90 in the wetlands with a connection that goes through Mosella to tie into I 310. The movement of I 310 and Hwy 3127 could still be considered other than the fact that the connection from I-49 to the Hale Boggs Bridge via I-310 should be elevated.

Why? It would be by far the shortest, cheapest, quicker to build, less disruptive, and probably overall "least damaging to the environment." The President has proclaimed that the govt will reduce our dependence on fossil fuels by 20% in the next ten years. This would do that just by its length and continue to save fuel in the future. The total energy cost of this project compared to this alternative has not been looked at. I'm sure the construction costs would be far less than \$120+M per mile not including any other elevated stretches that are discussed below.

The repercussions and cost of the decision to elevate the mainline of I-49 are not discussed in detail.

- 41-5 For example, the catastrophic flooding will not stop at Bayou Lafourche, the I 310 connection, nor the Huey Long connection via Hwy 90. If first responders are going to use I-49 for rescue and recovery operations, the I-49 needs to be elevated all the way to an area south of New Iberia where the elevation starts to go up. The same goes for the responders coming from the eastbank across the Hale Boggs and Huey P Long Bridges. Not elevating these stretches is comparable to the problems with the underpass on I-10 in New Orleans, you won't be able to get to the elevated section other than from New Orleans.

S.9 Projected Costs

41-6

In another area of the document costs are stated as being in 2006 \$ and the completion date is 2010. The statements need to be reconciled.

41-7

2.2.3.1 Transportation Systems Management

The TSM Alternative was eliminated because the project is at grade. The mainline is to be elevated vice at grade therefore this alternative should be discussed.

Other areas of the report have similar inconsistencies where this project is serving an area of 1M people but the number is stated as less than 200K.

3.0 Traffic

41-1

If you didn't read the executive summary, you would not know that these numbers reflect a trend with Katrina having an impact on the population and demographics of the area. This is the area where the expected completion date is assumed to be 2010. With the expected completion date given as 2020, the design year should be 2040 per the definition given.

4/10/2007

**SHREAD - KUYRKENDALL & ASSOCIATES, INC.****ENGINEERS • SURVEYORS • PLANNERS**

13000 Justice Avenue, Suite 16 • Baton Rouge, Louisiana 70816

(225) 296-1335 • Email: skaengr@shreadkuyrkendall.com

April 9, 2007

DMJM Harris, Project Manager, For Future I-49 South
(Raceland to West Bank Expressway)
1555 Poydras Street, Suite 1860
New Orleans, LA 70112

Re: Proposed I-49 South
Draft Environmental Impact Statement
State Project No. 700-92-0011
Federal Aid Project No. HP-9201 (501)

Gentlemen,

42-1

Please consider these comments concerning the Draft Environmental Impact Statement (DEIS) for I-49 through St. Charles Parish. Previously, Mr. Albert D. Laque, President of St. Charles Parish, requested on behalf of the community of St. Charles Parish that consideration be given to an alignment of I-49 south of the populated areas of Boutte and Luling so that no residences or businesses would be displaced. The response to Mr. Laque's request is published in the DEIS under Response No. D-4 on Page 7-150 and states '*Cursory review of the alignment indicates that the geometry of the curves would not meet design standards and that additional acres of wetlands would be affected. Sufficient information was not provided, however, to make a comparison with other alternatives considered. This proposal also would cross the Willowridge Conservation Servitude and the Davis Pond Area.*' In review of the response, it is determined that the geometry of the curves of a southerly alignment provide for the highest project criteria, a stopping sight distance of 970 feet with a 70 mph design speed. AASHTO asserts that a design speed of 70 mph is desirable because higher design speeds are closely related to the overall quality and safety of the facility. Additionally, by implementing wetland minimization strategies the impacted wetland acreage of a southerly alignment is comparable with that of the DEIS alignment. Attached for your comprehensive review is a Geometric Layout Sheet with curve data and a Wetland Impact Summary sheet prepared using NWI maps for a southerly alignment

Service to the community is improved with a southerly alignment which provides for an improved interchange with US 90, south of Des Allemands, an interchange with La. 306 and Reiger Road, an improved interchange with US 90 at I-310, consideration of an interchange with Willowridge Subdivision, and an interchange with US 90 at Davis Pond.

A southerly alignment will cross the Willowridge Conservation Servitude area which was established under a federal consent decree specifically with the landowner as the defendant in an effort to prevent planned residential development in the area. St. Charles Parish is the holder of the servitude but is not a party to the consent decree. The conservation servitude agreement is not 4f property for the agreement specifically states there is no exchange of ownership thus no partial ownership by any level of government. The agreement can be amended by the parties to allow for I-49. The landowner and three agencies, the Justice Department, the Corps of Engineers, and EPA, are the parties of the consent decree. It is reasonable that should a

southerly alignment be demonstrated to be the least damaging practicable alternative, the conservation servitude agreement would be amended by the parties to allow for a southerly alignment. As a part of the NEPA process, a letter is to be sent to the four parties of the consent decree requesting consideration of an amendment to the conservation servitude agreement.

A southerly alignment would cross the Davis Pond Diversion area which was constructed to channel river sediment to the Barataria Basin in hopes of curtailing wetland loss in the area. The benefits of the Davis Pond diversion are not intended for the area immediate to U.S. 90 where a southerly route of I-49 would be located. There is an existing channel for the Davis Pond project that allows flow of sediments deep into the Barataria Basin. The diversion channel extends beyond the location of the I-49 corridor which can be easily spanned without adverse impacts to the transfer of sediments. The Corps' has publicly responded to the DEIS by letter that there are no Corp project impacts associated with the I-49 corridor.

It is stated in the public meeting comments that, *'Mr. Barlow of the Corps, he said the regulations require that the Least Damaging Practicable Alternative be chosen. It would be difficult to defend a southern route, as the least damaging due to apparent increase in wetlands impact, both direct and secondary; however, there may be means by which these excessive wetlands impacts associated with a southerly alignment can be mitigated such that the overall impact may be minimized.'*

Your comprehensive review of a southerly alignment for I-49 is appreciated.

Very truly yours,

SHREAD-KUYRKENDALL & ASSOCIATES, INC.



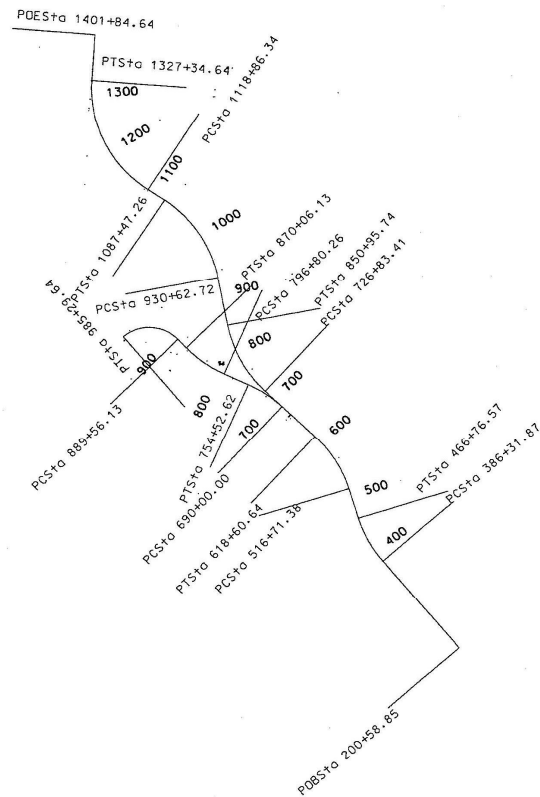
F. R. Stagg, P.E., P.L.S.

attachments

Cc: Mr. Albert D. Laque

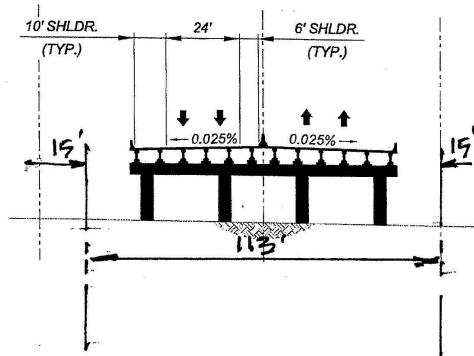
**EXHIBIT NO. 1
GEOMETRIC LAYOUT SHEET**

Interstate 49 Curve Data Southerly Alignment		Interstate 310 Curve Data Southerly Alignment	
POB	200+58.85	POB	690+00.00 L.B. = PC 690+00.00 L.A.
PI	427+11.39	PI	722+55.63
Δ	23°07'49" Rt.	Δ	18°49'13" Lt.
D _c	0°17'30"	D _c	0°17'30"
PI	386+31.87 L.B. = PC 386+31.87 L.A.	PC	690+00.00
PT	466+76.57	PT	754+52.62
PI	568+83.39	PI	833+86.25
Δ	29°43'07" Lt.	Δ	21°22'02"
D _c	0°17'30"	D _c	0°17'30"
PC	516+71.38	PC	796+80.26
PT	618+60.64	PT	870+06.13
PI	791+04.64	PI	949+09.51
Δ	36°12'10" Rt.	Δ	86°09'41"
D _c	0°17'30"	D _c	0°54'00"
PC	726+83.41	PC	889+56.13
PT	850+95.74	POC	967+00 U.S. 90
PI	1013+49.99	PT	985+29.64
Δ	45°44'48" Lt.		
D _c	0°17'30"		
PC	930+62.72		
PT	1087+47.26		
PI	1234+13.30		
Δ	45°44'48" Lt.		
D _c	0°17'30"		
PC	1118+86.34		
PT	1327+34.64 L.B. = 1425+50.38 L.A.		

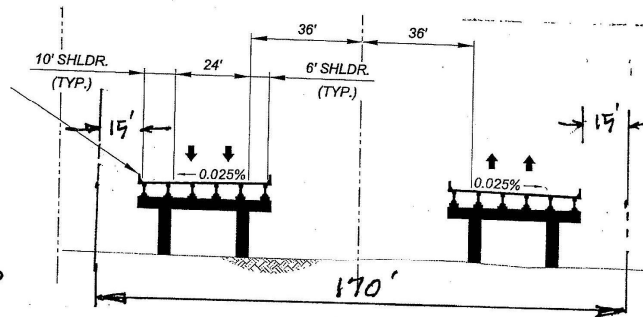


FROM	TO	LENGTH	WIDTH	AREA	TYPE		SCP	DEIS	
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40000	42800	2800	170	10.9	L2UBHhx				
42800	49300	6500	170	25.4	L2UBHhx	DUFRENE POND			
49300	49400	100	170	0.4	PFO1Cs	DUFRENE POND			
49400	49700	300	170	1.2	L2UBHhx	DUFRENE POND			
49700	49800	100	170	0.4	PFO1Cs	DUFRENE POND			
49800	50000	200	170	0.8	L2UBHhx	DUFRENE POND			
50000	50100	100	170	0.4	PFO1Cs	DUFRENE POND			
50100	50700	600	170	2.3	LIUBH	BYU DESALLEMANDS			
50700	67200	16500	0	0.0	UPLAND	SSOD	41.8	45.1	28568.12
67200	67400	200	170	0.8	PFO1Cs	SSOD			
67400	80000	12600	0	0.0	UPLAND				
80000	81000	1000	113	2.6	PFO1C	LEVEE	3.4	169.8	13800
81000	81800	800	170	3.1	PFO2F				
81800	83400	1600	113	4.2	PFO1C	GRAND BYU			
83400	91000	7600	113	19.7	PFO2F				
91000	93062	2062	113	5.3	PFO1C				
93062	108100	15038	113	39.0	PFO2F				
108100	109400	1300	113	3.4	PFO1C	WILLOWRIDGE			
109400	109500	100	113	0.3	PFO2/1F				
109500	111400	1900	113	4.9	PFO1C	WILLOWRIDGE			
111400	112200	800	113	2.1	PFO2F				
112200	112900	700	113	1.8	PFO1C				
112900	113200	300	113	0.8	PFO2F				
113200	113900	700	113	1.8	PFO1C				
113900	115100	1200	113	3.1	PFO2F				
115100	115800	700	113	1.8	PFO1C				
115800	117000	1200	113	3.1	PFO2F				
117000	118700	1700	113	4.4	PFO1C				
118700	120000	1300	113	3.4	PFO1C				
120000	121800	1800	113	4.7	PSSIF				
121800	122300	500	113	1.3	PFO2F				
122300	123500	1200	113	3.1	PEMIF				
123500	125500	2000	113	5.2	R2UBHx				
125500	127500	2000	113	5.2	PAPAH				
127500	128500	1000	0	0.0	R2UBHx				
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131000	132734	1734	0	0.0	UPLAND	US90	131.4	38.6	51734
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77400	78600	1200	113	3.1	PFO1Cd				
78600	79100	500	113	1.3	UPLAND				
79100	84100	5000	113	13.0	PFO1Cd	LEVEE			
84100	84900	800	113	2.1	PFO1/2C				
84900	88400	3500	113	9.1	PFO2F				
88400	88700	300	0	0.0	ENTERGY				
88700	89100	400	170	1.6	PFO2/1F				
89100	89800	700	170	2.7	PFO1A				
89800	94800	5000	0	0.0	UPLAND				
94800	95600	800	300	5.5	PFO1/2Cd	US 90	38.3		26600
RAMPS		9600	170	37.5			37.5		9600
									24.7
							252.4	253.5	130302.1
							SCP	DEIS	feet

I-49
STA 800+00
TO STA 1275+00
I-310
STA 774+00
TO STA 884+00



I-49
STA 386+00
TO STA 800+00
I-310
STA 884+00
TO STA 898+00



WETLAND MINIMIZATION
STRATEGIES

**ST. CHARLES PARISH LIBRARY**

Ms Noel Ardoin
Environmental Engineer Administrator
LA Department of Transportation and Development
P O Box. 94245
Baton Rouge, Louisiana 70804-9245

Dear Ms Ardoin:


43-1

The St. Charles Parish Library has grave concerns about the proposed path of the I-49 extension where it crosses Barton Avenue/Lakewood Avenue (LA 3060). The route requires the annexation of approximately 30' of property south of existing Hwy. 90, which would impact the parking lot of the West Regional Library at 105 Lakewood Drive. We estimate that this would mean a loss of a minimum of 12 to 15 parking places in the lot, about a 25 % decrease. The current number of parking spaces at this location is often insufficient, and an additional reduction would have a significantly negative impact on the usefulness of the 25,000 sq. ft. facility.

We are asking the DOTD to revise the route to mitigate the impact on the parking lot of our building, or to compensate the Library for the loss of usefulness of the building resulting from the reduction of parking.

We appreciate your response to our concerns.

Sincerely,



Mary des Bordes
Library Director

P.O. BOX 949 • 105 LAKEWOOD DRIVE • LULING, LA 70070 • (985) 785-8464 • FAX (985) 785-8499

04/13/2007 FRI 8:57 FAX 225 757 7601 FEDERAL HWY ADMIN

002/002



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733
April 9, 2007

Ms. Noel Ardoin
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Dear Ms. Ardoin:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) for the proposed upgrade of I-49 South, Raceland to the Westbank Expressway, Route US 90, Jefferson, Lafourche, and St. Charles Parishes, Louisiana.

The following comment is offered for your consideration.

- 44-1 Because the affected parishes in Louisiana are in attainment for all National Ambient Air Quality Standard (NAAQS), there are no conformity requirements for this project. However, we would suggest corrections be made to the NAAQS table on Page 4-22 of the DEIS. EPA promulgated a new NAAQS, the 8-hour ozone standard, on April 15, 2004 and new Particulate Matter (PM) revised standards on October 17, 2006. The correct Ozone and PM NAAQS are as follows:

Ozone: 8-hour standard; 0.08 ppm

PM10: annual standard has been revoked; 24-hr standard unchanged.

PM2.5: annual standard unchanged; 24-hr standard dropped to 35 ug/m3

- 44-2 EPA rates the DEIS as "LO," i.e., EPA has "Lack of Objections A" to the proposed action as described in the DEIS. Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act to inform the public of our views on proposed Federal actions. If you have any questions, please contact me 214-665-7451 or by e-mail at jansky.michael@epa.gov.

EPA appreciates the opportunity to review the DEIS. Please send our office two copies of the FEIS when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20460.

Sincerely yours,

Michael P. Jansky
Regional EIS Coordinator

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Table 7-1
DEIS Comment to Response Cross-Reference Table

Comment ID	Comment Page Number	Comment submitted by	Response Topic	Response ID	Response Page Number	
1-1	7-9	Jefferson Parish President Aaron Broussard	2-lane frontage road in Jefferson and St. Charles Parishes	D-11	7-118	
2-1	7-11	NMFS	Lack of specific mitigation for fresh marsh	R-1	7-134	
3-1	7-12	LDEQ	Supports / No Objections	A-1	7-113	
3-2			Louisiana Pollutant Discharge Elimination System (LPDES)	R-2	7-134	
3-3			Storm water General Permit	R-3		
3-4			Control non-point source pollution	R-4		
3-5	7-13		USACE permits and Water Quality Certification	R-5		
3-6			Precautions to protect groundwater	R-6		
4-1	7-14	SHPO	New sites require new site numbers	O-1	7-133	
4-2			Recommends additional discussion of site 16SC70	O-2	7-133	
5-1	7-15 & 7-16	Federal Programs Section, DOTD	Proximity to proposed levee alignments	M-1	7-132	
5-2	7-15 & 7-16		Clearance over levees	M-2	7-133	
6-1	7-17	LDA&F	Supports / No Objections	A-1	7-113	
7-1	7-20	Rodney de la Gardelle	Supports / No Objections	A-1		
8-1	7-22	Tien Tang Pham	Control of Access reduces access to property	F-1	7-119	
9-1	7-25	Darwyn Grabert	US 90 should be separate from I-49	F-2		
10-1	7-26	Karen Marie Robinson-Tejada	Does not believe DOTD will compensate her fairly for her property.	G-1	7-121	
10-2			Supports Southerly route.	D-1	7-114	
10-3			Impacts to low income and minority populations	H-1	7-121	
11-1	7-27	Paul Hogan	Supports / No Objections	A-1	7-113	
12-1	7-28	Sharon Honor	Opposes Alternative 3A	D-8	7-117	
12-2			Honor Family relocation	G-2	7-121	
13-1	7-29 & 7-36	Sen. Joel Chaisson	Asks that Parish Council and School Board support for Southerly route be considered	D-1	7-114	
13-2			If southerly route not feasible due to permit issues, supports 1A, 2B, 3A, & 4A	D-3	7-116	
13-3	7-30 & 7-37		Honor Family relocation	G-2	7-121	
13-4			Address LA 3060 issues in this project	D-10	7-117	
13-5	7-38		connection to LA 306	D-7	7-116	
13-6			Boat launch at Bayou des Allemends	S-1	7-135	

Table 7-1
DEIS Comment to Response Cross-Reference Table

Comment ID	Comment Page Number	Comment submitted by	Response Topic	Response ID	Response Page Number	
14-1	7-39	Holly Raffray	Traffic on Barton Avenue	D-10 & E-1	7-117 & 7-119	
14-2	7-40		2-lane frontage road in Jefferson and St. Charles Parishes	D-11	7-118	
15-1	7-41	Stephan Romano	Supports / No Objections	A-1	7-113	
15-2	7-41 & 7-44		Address LA 3060 issues in this project	D-10	7-117	
15-3	7-42		reduce width of median	F-3	7-120	
15-4	7-43		reduce size of I-310 interchange	F-4		
15-5			maintain existing ramps at I-310	F-5		
15-6			make I-310 to I-49 ramp parallel to I-49 to I-310 ramp	F-6		
15-7	7-46		inadequate weaving distance at ramp terminals	F-7		
15-8	7-47		EB exit and WB entrance needed west of Live Oak	F-8		
15-9	7-48		connection to LA 306	D-7	7-116	
16-1	7-49	Theresa Ford	prefers different route	D-13	7-119	
17-1	7-50	Larry Mulder	Supports Southerly route.	D-1	7-114	
17-2			I-49 should share alignment with hurricane protection levee.	M-3	7-133	
18-1	7-51	Donnie Hills	Supports Southerly route.	D-1	7-114	
18-2	7-52		Impacts to low income and minority populations	H-1	7-121	
18-3	7-53		Why were meetings to identify impacted families canceled?	H-2	7-122	
19-1	7-54	Eula Mae Robinson	Opposes Alternative 3A	D-8	7-117	
19-2			Impacts to low income and minority populations	H-1	7-121	
20-1	7-55	Martha Laque	Supports / No Objections	A-1	7-113	
20-2			Concern for those relocated	G-1	7-121	
20-3	7-56		Asks that ROW be made available for recreation in Boutte	S-2	7-135	
21-1	7-57	Sandra Morris	Opposes Alternative 3A	D-8	7-117	
21-2			Impacts to low income and minority populations	H-1	7-121	
22-1	7-58	Russell Diggs	Supports / No Objections	A-1	7-113	
22-2	7-59		requests interchange in Boutte	F-9	7-120	
23-1	7-59	Rickey Dufrene	Asks why ROW widening between Davis Pond and Live Oak is not entirely on vacant northern side.	D-12	7-119	

Table 7-1
DEIS Comment to Response Cross-Reference Table

Comment ID	Comment Page Number	Comment submitted by	Response Topic	Response ID	Response Page Number
24-1	7-60	Paul Egle	Hubcap City Avenue improperly indicated	T-1	7-135
24-2			Asks why ROW widening between Davis Pond and Live Oak is not entirely on vacant northern side.	D-12	7-119
25-1	7-61	Alex Pierre	Honor Family relocation	G-2	
26-1	7-63	J C Press	Opposes Alternative 4B	D-9	7-117
27-1	7-64	Dale Bernard	Unable to locate SIU 2 maps on website	T-2	7-135
28-1	7-65	M L Cambre	Supports / No Objections	A-1	7-113
28-2			Construction Method	P-1	7-134
29-1	7-66	John & Judith Emery	Opposes Alternative 2B	D-6	7-116
30-1	7-67	Reed Cancienne	Noise concerns	K-1	7-131
30-2	7-70		Traffic noise at LA 1 interchange	K-2	7-132
31-1	7-72	Thomas Fletcher	opposes US 90 ending without joining LA 308	D-4	7-116
32-1	7-74	Glenda LeBlanc	Believes alternative already selected.	C-1	7-113
32-2	7-75	Tom LeBlanc	Prefers levee to highway	M-4	7-133
33-1	7-75		Believes alternative already selected.	C-1	7-113
33-2	7-76		Noise concerns	K-1	7-131
33-3	7-77		Vibration during construction	J-1	7-131
33-4	7-78		Impact on property values	I-1	
33-5		Opposes Alternative 2B	D-6	7-116	
34-1	7-80	USFWS	Supports / No Objections	A-1	7-113
34-2			Lack of specific mitigation for fresh marsh	R-1	7-134
35-1	7-82	Mark Hogan	Noise concerns	K-1	7-131
35-2			Concerned with vibration	J-1	
36-1	7-84		Noise concerns	K-1	7-135
36-2			Hazardous Spills	S-3	
36-3			Accidents	S-4	
36-4			Impact on property values	I-1	
36-5	7-85	Bible Center Church	Property use	S-5	7-135
36-6			Crime	S-6	
36-7			Business	I-2	7-131
36-8			Questions use of Pre-Katrina demographics and traffic projections	B-1	7-113
37-1	7-86	David Price	I-49 should share alignment with hurricane protection levee.	M-3	7-133
37-2			Impact on property values	I-1	7-131

**Table 7-1
DEIS Comment to Response Cross-Reference Table**

Comment ID	Comment Page Number	Comment submitted by	Response Topic	Response ID	Response Page Number
38-1	7-87	USACE	FEIS should address existing conditions and long and short term impacts to Navigation as well as measures to avoid or minimize impacts.	L-1	7-132
38-2	7-88		Should discuss Mitigation options that exist but that are not included in DEIS.	R-2	7-134
38-3			Correct disconnect between project purpose to enhance economic potential of Louisiana and Cumulative Impact statement that project is not anticipated to abet growth.	C-2	7-113
38-4			Correct error on page S-12	T-3	7-136
38-5			Correct typo on page 1-10	T-4	
38-6	7-89		Revise "least damaging, most practicable" to "least damaging, yet practicable".	T-5	
39-1	7-90		Claudette Pitre	Opposes project if I-49 has no interchange with I.A 308	D-5
40-1	7-91	Coalition to Restore Coastal Louisiana	Recommends use of Louisiana's draft Comprehensive Master Plan for a Sustainable Coast rather than Coast 2050 Plan as a guide	C-3	7-114
40-2	7-92		Asks that I-49 be Control of Access	F-10	7-121
40-3			Induced development	S-7	7-135
40-4			Construction Method	P-1	7-134
40-5			Coastal Forest protection	N-1	
40-6			Mitigation ratio	R-3	7-134
40-7	7-93		Matrix of Alternatives	T-6	7-136

**Table 7-1
DEIS Comment to Response Cross-Reference Table**

Comment ID	Comment Page Number	Comment submitted by	Response Topic	Response ID	Response Page Number
41-1	7-94 & 7-95	Jeffery Roux	Questions use of Pre-Katrina demographics and traffic projections	B-1	7-113
41-2	7-94		Levees should precede highways	M-5	7-133
41-3	7-95		Damage to wetlands by existing highways	R-4	7-134
41-4			Supports Southerly route.	D-1	7-114
41-5			Questions elevated highway if connected to at-grade sections	F-11	7-121
41-6			Notes inconsistent reporting of costs	Q-1	7-134
41-7			Requests additional discussion of TSM alternative	D-12	7-119
42-1	7-96	Frank Stagg	Requests reconsideration of Alternative R submitted as a comment to SIU 1 DEIS.	D-2	7-115
43-1	7-102	St. Charles Public Library	Impact to West Regional Library	D-15	7-119
44-1	7-103	USEPA	Correct NAAQS table on page 4-22	T-7	7-136
44-2			Supports / No Objections	A-1	7-113

Table 7-2
DEIS Response to Comment Cross-Reference Table

Response ID	Response Page Number	Response Topic	Comment Submitted By	Comment ID	Comment Page Number
A		PREFERRED			
A-1	7-113	Supports - No Objection	LDEQ	3-1	7-12
			LDA&F	6-1	7-17
			Rodney de la Gardelle	7-1	7-20
			Paul Hogan	11-1	7-27
			Stephan Romano	15-1	7-41
			Martha Laque	20-1	7-55
			Russell Diggs	22-1	7-58
			M.L. Cambre	28-1	7-65
			USFWS	34-1	7-80
		USEPA	44-2	7-103	
B		SUMMARY			
B-1	7-113	Use of Pre-Katrina Demographics and Traffic Projections	Bible Center Church	36-8	7-85
			Jeffery Roux	41-1	7-94 & 7-95
C		PURPOSE AND NEED			
C-1	7-113	Route Already Selected	Glenda LeBlanc	32-1	7-74
			Tom LeBlanc	33-1	7-75
C-2		Corps concern with economic inconsistency	USACE	38-3	7-88
C-3	7-114	Recommended use of Draft Comprehensive master Plan for a Sustainable Coast	Coalition to Restore Coastal Louisiana	40-1	7-91
D		ALTERNATIVES			
D-1	7-114	Supports - Asks reconsideration of a Southerly Route	Karen Marie Robinson-Tejada	10-2	7-26
			Senator Joel T. Chaisson, II	13-1	7-29 & 7-36
			Larry Mulder	17-1	7-50
			Donnie Hills	18-1	7-51
			Jeffery Roux	41-4	7-95
D-2	7-115	New Alternative R	Frank Staggs	42-1	7-96
D-3	7-116	Status of Alternative 1A	Senator Joel T. Chaisson, II	13-2	7-29 & 7-36
D-4		Opposes US 90 deadend without connection to LA 308	Thomas Fletcher	31-1	7-72
D-5		Opposes project if I-19 has no interchange with LA 308	Claudette Pitre	39-1	7-90
D-6		Opposes Alternative 2B	John & Judith Emery	29-1	7-66
			Tom LeBlanc	33-5	7-78
D-7		Connection to LA 306	Senator Joel T. Chaisson, II	13-5	7-38
			Stephan Romano	15-9	7-48
D-8	7-117	Opposes Alternative 3A	Sharon Marie Honor	12-1	7-28
			Eula Mae Robinson	19-1	7-54
			Sandra Morris	21-1	7-57
D-9		Opposes Alternative 4B	J.C. Press	26-1	7-63
D-10		Resolve LA 3060 in this project	Senator Joel T. Chaisson, II	13-4	7-30 & 7-37
			Holly Raffray	14-1	7-39
			Stephan Romano	15-2	7-41 & 7-44

Table 7-2
DEIS Response to Comment Cross-Reference Table

Response ID	Response Page Number	Response Topic	Comment Submitted By	Comment ID	Comment Page Number
D-11	7-118	Opposes 2-lane frontage road between Davis Pond and Live Oak Blvd	Jefferson Parish President Aaron Broussard	1-1	7-9
			Holly Raffray	14-2	7-40
D-12	7-119	Questions additional ROW to south when area to north is undeveloped	Rickey Dufrene	23-1	7-59
			Paul Egle	24-2	7-60
D-13		Prefers different route between Paul Maillard and Willowdale	Theresa Ford	16-1	7-49
D-14		TSM Alternative	Jeffery Roux	41-7	7-95
D-15		Impact to West Regional Library	St. Charles Public Library	43-1	7-102
E		TRAFFIC			
E-1	7-119	Traffic on Barton Avenue	Holly Raffray	14-1	7-39
F		GEOMETRIC DESIGN			
F-1	7-119	Impact of Control of Access on Private Property	Tien Tang Pham	8-1	7-22
F-2		Separate US 90 from I-49	Darwyn Grabert	9-1	7-25
F-3	7-120	Reduce width of median	Stephan Romano	15-3	7-42
F-4		Reduce size of I-310 interchange		15-4	7-43
F-5		Maintain existing ramps at I-310		15-5	
F-6		Make I-310 to I-49 and I-49 to I-310 ramps parallel		15-6	
F-7		Inadequate weaving distance at ramp terminals		15-7	7-46
F-8		Eastbound exit and Westbound entrance needed		15-8	7-47
F-9		Interchange in Boutte	Russell Diggs	22-2	7-59
F-10	7-121	Asks that I-49 be Control of Access	Coalition to Restore Coastal Louisiana	40-2	7-91
F-11		Questions elevated highway if connected to at-grade sections	Jeffery Roux	41-5	7-95
G		RELOCATION			
G-1	7-121	Project Relocations	Karen Marie Robinson-Tejada	10-1	7-26
			Martha Laque	20-2	7-55
			Sharon Marie Honor	12-2	7-28
G-2		Honor Family Relocation	Senator Joel T. Chaisson, II	13-3	7-30 & 7-37
			Alex Pierre	25-1	7-61
H		COMMUNITY IMPACTS			
H-1	7-121	Low Income and Minority Populations	Karen Marie Robinson-Tejada	10-3	7-26
			Donnie Hills	18-2	7-52
			Eula Mae Robinson	19-2	7-54
			Sandra Morris	21-2	7-57

Table 7-2
DEIS Response to Comment Cross-Reference Table

Response ID	Response Page Number	Response Topic	Comment Submitted By	Comment ID	Comment Page Number
H-2	7-122	Meetings canceled with potentially impacted families	Donnie Hills	18-3	7-53
I		ECONOMIC IMPACTS			
I-1	7-131	Impact on Property Values	Tom LeBlanc	33-4	7-77
			Bible Center Church	36-4	7-84
			David Price	37-2	7-86
I-2		Impact on US 90 Businesses	Bible Center Church	36-7	7-85
J		VIBRATION			
J-1	7-131	Vibration during construction and operation	Tom LeBlanc	33-3	7-77
			Mark Hogan	35-2	7-82
K		NOISE			
K-1	7-131	Traffic Noise	Reed Cancienne	30-1	7-67
			Tom LeBlanc	33-2	7-76
			Mark Hogan	35-1	7-82
			Bible Center Church	36-1	7-84
K-2	7-132	LA 1 Interchange	Reed Cancienne	30-2	7-70
L		NAVIGATION			
L-1	7-132	Navigation design criteria	USACE	38-1	7-87
M		LEEVE ISSUES			
M-1	7-132	Proximity to proposed levee alignments	Federal Programs Section, DOTD	5-1	7-15 & 7-16
M-2		Clearance over Levees		5-2	
M-3	7-133	I-49 should share alignment with hurricane protection	Larry Mulder	17-2	7-50
			David Price	37-1	7-86
M-4		Prefers levees to highways	Glenda LeBlanc	32-2	7-75
M-5		Levees should precede highways	Jeffery Roux	41-2	7-94
N		COASTAL AREAS			
N-1	7-133	Coastal Forest Protection	Coalition to Restore Coastal Louisiana	40-5	7-92
O		CULTURAL RESOURCES			
O-1	7-133	Site numbers for new sites	SHPO	4-1	7-14
O-2		Additional discussion of Site 16SC70		4-2	
P		CONSTRUCTION			
P-1	7-134	Construction Method	M.L. Cambre	28-2	7-65
			Coalition to Restore Coastal Louisiana	40-4	7-92
Q		PROJECT COSTS			
Q-1	7-134	Revise document to eliminate inconsistencies in reporting of costs	Jeffery Roux	41-6	7-95

Table 7-2
DEIS Response to Comment Cross-Reference Table

Response ID	Response Page Number	Response Topic	Comment Submitted By	Comment ID	Comment Page Number
R		WETLANDS AND WATER MANAGEMENT			
R-1	7-134	Lack of Specific Mitigation for fresh marsh	NMFS	2-1	7-11
			USFWS	34-2	7-80
R-2		Louisiana Pollutant Discharge Elimination System (LPDES)	LDEQ	3-2	7-12
R-3		Storm water General Permit		3-3	
R-4		Control non-point source pollution		3-4	
R-5		USACE permits and Water Quality Certification		3-5	7-13
R-6		Precautions to protect groundwater		3-6	
R-7		Mitigation options omitted from DEIS	USACE	38-2	7-88
R-8		Mitigation ratio	Coalition to Restore Coastal Louisiana	40-6	7-92
R-9	7-135	Damage to wetlands by existing highways	Jeffery Roux	41-3	7-95
S		OTHER ISSUES			
S-1	7-135	Boat Launch at Bayou des Allemands	Senator Joel T. Chaisson, II	13-6	7-38
S-2		Make ROW available for recreation	Martha Laque	20-3	7-56
S-3		Hazardous Spills	Bible Center Church	35-2	7-84
S-4		Accidents		36-3	
S-5		Property use		36-5	7-85
S-6		Crime		36-6	
S-7		Induced development	Coalition to Restore Coastal Louisiana	40-3	7-92
T		CLARIFICATIONS AND DOCUMENT ERRORS			
T-1	7-135	Hubcap City Avenue improperly located	Paul Egle	24-1	7-60
T-2		Difficult to locate SIU 2 maps	Dale Bernard	27-1	7-64
T-3	7-136	Correct error on page S-12 of DEIS	USACE	38-4	7-88
T-4		Correct typo on page 1-10 of DEIS		38-5	
T-5		revise "most practicable" to "yet practicable"		38-6	7-89
T-6		Matrix of Alternatives is needed	Coalition to Restore Coastal Louisiana	40-7	7-93
T-7		Correct NAAQS table on page 4-22 of DEIS	USEPA	44-1	7-103

7.13.2 Responses

A: Preferred Alternative

A-1: Supports / No Objection

These are comments in support of the Preferred Alternative, or statements of No Comment or No Objection to the Preferred Alternative.

B: Summary

B-1: Use of Pre-Katrina Demographics and Traffic Projections

The regional transportation model is the primary means of predicting 2030 conditions. It has not been adjusted to reflect changes that may result from Hurricane Katrina, many of which are highly speculative. Changes in the cumulative impacts of the project as a result of Katrina are likewise difficult to predict.

The Preferred Alternative is an upgrade to US 90 and is not directly related to traffic fluctuations resulting from Hurricane Katrina. If there is a need for additional capacity, or other change resulting from a change in regional conditions, it would be developed in the final design phase.

C: Purpose and Need

C-1: Route already selected

The US 90 corridor between I-10 in Lafayette and I-10 in New Orleans was designated by the US Congress as the route of I-49 South. Alternative alignments studied for any section of the proposed project are, by definition, in the US 90 corridor to the extent possible given design standards and environmental legislation.

The alignment presented at the Public Hearing in March 2007 is the Preferred Alternative. Pending material information to the contrary, the project sponsors prefer this alignment over the alternatives that have been identified and considered. The purpose of the Comment Period, including the Hearing events, is to determine if any material information to the contrary is forthcoming. Once all comments are reviewed, changes may be made in the alignment prior to the selection of a Build alternative or of the No-Build alternative.

C-2: Purpose and Need relative to Cumulative Impacts

The overall theme of the Economic Development discussion of Section 5.24.1.2 Cumulative Impacts of the Preferred Alternative is consistent with the Purpose and Need as it states that I-49 South will address existing and foreseeable transportation infrastructure demand along the US 90 corridor. That need is a function of economic growth and development that has already happened or is in the planning pipeline. I-49 South does not induce or proactively cause growth. Growth in the corridor has and will continue to occur based on economic forces and irrespective of whether the I-49 South project is implemented. The I-49 South project is a reaction to existing and foreseeable transportation demand and is intended to supply the infrastructure to accommodate that demand. To clarify, the phrase “aid and abet” in Section 5.24.2.2 of the DEIS has been changed to “induce or proactively cause”.

C-3: Recommended use of draft Comprehensive Master Plan for a Sustainable Coast

Section 1.4.3 has been revised to acknowledge the new Master plan.

D: Alignment Alternatives

D-1: Supports / Asks reconsideration of a Southerly Route

Southerly routes, including, for example, Alternative U, as proposed, studied, presented, and discussed would bypass the urbanized area of Westbank St. Charles Parish to the south and provide only one interchange in that Parish. The interchange would be with an extension of I-310 that, in turn, would have an interchange with US 90 at the existing termination of I-310. To the west, the nearest interchange would be in Lafourche Parish and, to the east, at Nicole Boulevard in Jefferson Parish.

Alternative U was studied in depth, following a request by the St. Charles Parish Council, as the desirable example of a southerly alignment. It was not determined to be one of the alternatives included in the DEIS for SIU 1. It was generated as an alternative during the SIU 2 Public Information process and was eliminated from consideration as a Build Alternative in both SIU's because it cannot be demonstrated to be the "least damaging, yet practicable" alternative as defined by Section 404 of the Clean Water Act.

Section 404 requires that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment, or if the nation's waters would be significantly degraded. In the permit process, a project sponsor must show that steps have been taken

- to avoid wetland impacts where practicable,
- to minimize potential impacts to wetlands, and
- to provide compensation for any unavoidable impacts.

Table 7-3 compares Alternative U with the project alternatives, and **Table 7-4** compares the estimated costs of Alternative U and the Preferred Alternative in the same links.

It should be noted that both tables were prepared prior to the refinement of the geometry and the revision of costs that took place following the decision to combine the SIU's. The relative differences presented in these tables, however, would remain.

Table 7-3
Comparison of Wetland Impacts of Alternative U with Project Alternatives
3A/4A is the Preferred Alternative

Alternative	U	3A/4A	3A/4B	3B/4A	3B/4B
Total Additional ROW (acres)	545	329	340	413	424
Wetlands per NWI, not field verified (acres)	453	181	196	268	276
% Wetlands of Total Additional Right-of-Way	83%	55%	58%	65%	65%

Table 7-4
Comparison of Construction Phases and Estimated Costs
Alternative U with SIU 1 Preferred Alternative

Construction Phase	Alt. U	Alt. 2B/3A/4A
US 90 in Lafourche - US 90/I-310 Interchange	\$ 378.6 million	
I-49/I-310 Interchange – US 90/US 90 Bus. Interchange	\$ 622.8 million	
US 90 in Lafourche - US 90 in St. Charles		\$ 260.9 million
US 90 in St. Charles - LA 3127		\$ 163.8 million
Realigned I-310 from I-49 - Existing I-310		\$ 42.2 million
LA 3127 - Willowdale Boulevard		\$ 177.8 million
Westbound I-49 - Northbound I-310		\$ 13.2 million
Southbound I-310 - Eastbound I-49		\$ 6.1 million
Willowdale Boulevard - South Kenner		\$ 75.0 million
South Kenner - US 90/US 90 Bus. Interchange		\$ 235.1 million
Total	\$ 1.011 billion	\$ 974.1 million

Within St. Charles Parish, in Links 3 and 4, Alternative U, and any other route that would travel south of US 90 to the east of I-310, would affect more wetland acreage than any of the possible alternatives. On the other hand, the combination of 3A and 4A, the Preferred Alternative in St. Charles Parish, is the least damaging to wetlands of all the alternatives examined as shown in **Table 7-3**.

In addition, although Alternative U is within the cost range of the Preferred Alternative, it can be divided into only two construction phases, not into several relatively small, more affordable phases as shown in **Table 7-4**.

Therefore, to summarize, Alternative U is not the least damaging, yet practicable alternative.

D-2: New Alternative R

An Alternative R was initially proposed during the Comment Period for the DEIS for SIU 1 in late 2005, but it is not identical to the Alternative R studied during the Alternatives Analysis phase of the EIS. cursory review of the alignment proposed during that Comment Period indicated that the geometry of the curves would not meet design standards and that additional acres of wetlands would be affected. Sufficient information was not provided, however, to make a comparison with other alternatives considered. This proposal also would cross the Willowridge Conservation Servitude and the Davis Pond Ponding Area.

While additional information has been provided as a comment to the DEIS for the unified project, it remains insufficient for a thorough analysis of wetland impacts.

The issues relative to Alternative U, to Alternative R, and to any other alignment that would meet the definition of a southerly alternative were summarized in the *I-49 Environmental Statement Status Report* to the St Charles Parish Council and the Parish President on December 2, 2004. This report is found in **Appendix 7-E**. In the

attachments of that report, one finds the minutes of the deliberations that took place at meetings regarding the potential for a southerly alternative to be found to be the least damaging yet practicable alternative. Specifically, on page A-93 of the Appendix, one finds the statement by Dr. James Barlow that is paraphrased in the comment received from Mr. F. R. Stagg. If the quote is read within the context of the entire proceedings of the meeting, it is clear that Dr. Barlow is describing a theoretically possible, but not a probable, condition.

D-3: Status of Alternative 1A

Alternative 1A, an at-grade alignment, was eliminated by the decision that was made in the aftermath of the 2005 hurricane season to fully elevate the mainline of I-49. It was replaced by Alternative 1B described on page 2-2 of this FEIS and illustrated on Plates 2 through 17 on pages 2-39 through 2-54.

D-4: Opposes US 90 deadend without connection to LA 308

In Lafourche Parish, between LA 182 and Bayou Lafourche, the existing US 90 will provide local access to abutting properties. From this area, LA 308 can be reached by traveling on LA 182 or on I-49 from the LA 182 interchange. As the I-49 project proposes to improve and maintain the use of the existing US 90 bridge over the bayou, the existing US 90 roadway must be terminated before it reaches the bayou and the alignment of LA 308 along its eastern bank. In the design year 2030, average daily traffic on this section of US 90 is estimated to be 1,000 vehicles.

The elevated design of I-49 creates a condition that would permit the extension of this section of US 90 to connect with LA 308 along a new alignment. This was discussed early in the Alternatives Analysis phase. It was determined at that time that such a connection does not meet the Purpose and Need of this project as it satisfies a purely local need, and that it should be pursued as a separate project.

D-5: Opposes project if I-49 has no interchange with LA 308

LA 308 is accessible to vehicles traveling in both directions on I-49 via the existing ramp for westbound traffic, and via a new elevated control of access U-turn ramp for eastbound vehicles,.

D-6: Opposes Alternative 2B

Alternative 2B was selected as the Preferred Alternative because there are:

- no relocations,
- no significant impacts to a protected species,
- less noise impact, and
- no requirements to relocate navigation channels.

Alternative 2A is not the least damaging, yet practicable alternative in Link 2. As the Dufrene Ponds area is private property, neither the project nor the land owner is obliged to preserve the vista as requested by the comments.

D-7: Connection to LA 306

2030 traffic projections show a reduction in traffic on LA 306, indicating that an interchange with I-49 would not be necessary. In addition, a full interchange at LA

306 would not meet geometric design standards due to proximity to the proposed interchange located at LA 635. LA 635 was chosen over LA 306 because it allows for an interchange to be much closer to US 90, thereby providing the opportunity to route traffic from US 90 to and from I-49 for the period between construction of Segment 5, Priority 5 from LA 635 to I-310 and construction of Segment 4, Priority 11 from Lafourche Parish west of Dufrene Ponds to LA 635. It is estimated that this period would last 67 months or longer.

During the Alternatives Analysis an eastbound entrance and a westbound exit were considered at the request of the Parish, but these also would not meet design standards as the General Considerations under Interchanges in *A Policy on Geometric Design of Highways and Streets*, 2004, published by the American Association of State Highway and Transportation Officials (AASHTO) states:

“To prevent wrong-way movements, all freeway interchanges with non-access-controlled highways should provide ramps to serve all basic directions.”

Comment 15-9 suggests that an extension of LA 635 from the interchange to LA 306 would accomplish the connectivity desired by the Parish. A similar proposal utilizing the alignment of CO2 Lane was considered during the Alternatives Analysis. It was determined at that time that such a connection does not meet the Purpose and Need of this project as it satisfies a purely local need and that it should be pursued as a separate project. The same condition would apply to an extension of LA 635.

D-8: Opposes Alternative 3A

Alternative 3A was selected as the Preferred Alternative because, compared to 3B:

- There are fewer relocations,
- There are fewer impacted acres of wetlands, and
- US 90 is not realigned.

Alternative 3B is not the least damaging yet practicable alternative in Link 3.

D-9: Opposes Alternative 4B

Alternative 4B is not under consideration. It was eliminated before preparation of the DEIS for the unified project because it is not fully elevated. Before that determination, it was not the Preferred Alternative in the SIU 1 DEIS because of local opposition based on the need for numerous commercial relocations.

D-10: Resolve LA 3060 in this project

During the Alternatives Analysis, consideration was given to elevating the frontage roads and constructing the I-49 mainline at grade in the vicinity of the Willowdale Boulevard interchange. This concept was intended to facilitate a potential extension of Willowdale Boulevard across I-49 to River Road that had long been planned by St. Charles Parish as the relocation of LA 3060 from Barton Avenue.

In reviewing this concept, the USACE made the comment that this concept had a potential adverse impact on wetlands north of US 90. While they agreed that a relocation of LA 3060 would be a reasonable connecting road for an interchange with I-49, they recommended that no provision to facilitate such a connection be made

pending the completion of a NEPA process to determine the relocated alignment of LA 3060. It was determined at that time that the relocation of LA 3060 does not meet the Purpose and Need of this project as it satisfies a primarily local need and should be pursued as a separate project.

As a consequence of these circumstances, DOTD has made two determinations:

- To place the frontage roads at grade in the vicinity of Willowdale Boulevard, and
- To agree in this EIS to revise the conceptual design of the Selected Alternative resulting from this EIS to be compatible with a relocated LA 3060 provided that a NEPA process for LA 3060 has been undertaken and completed prior to the beginning of the design process for Segment 8 as described in Chapter 8 of this FEIS.

D-11: Opposes 2-lane frontage road between Davis Pond and Live Oak Boulevard

The Average Daily Traffic on the frontage road in this section of St. Charles and Jefferson Parishes in the Design Year 2030 is 479 vehicles. Based on this projection, a 2-lane roadway is sufficient.

I-49 is planned as twin elevated structures on either side of the existing ROW with only narrow strips of additional ROW being acquired on each side to provide the desirable 25 feet of ROW outside the structures to assure that nothing is constructed that close to the highway. The intent of this concept is to confine the mainline and the frontage road to the existing US 90 ROW to the maximum extent possible. This is both because of the wetland character of the surrounding area and because on the north there are landfills and utility lines and on the south there is scattered development.

Comment 1-1 submitted by Jefferson Parish opposes the 2-lane concept because of the anticipation of urban development to the south within the Cataouatche levee resulting in a considerable increase in trip demand. The Parish is further concerned that the design of the elevated structures on the outside of the ROW will preclude widening the roadway. Comment 14-2 is concerned that a future hurricane evacuation event may be restricted by the decreased capacity as the existing roadway is a 4-lane facility with a median.

In response to Jefferson Parish, it would be possible to construct a 4-lane roadway with a 16 foot wide median between the proposed twin structures without expanding the ROW beyond the area proposed in this FEIS. At the time that final design is initiated on this portion of I-49, traffic studies will be performed to update the 2030 Design Year Projection and determine the appropriate capacity to be constructed. It must be stated, however, that if a 4-lane frontage road is justified, there will be areas of control of access wherever the structural elements of the elevated highway would compromise sight distance requirements for entering traffic. This, in turn, will impact the adjacent development and the location of intersections.

In response to the concern for decreased capacity for evacuation, as the existing roadway is US 90, a full access roadway, only 2 lanes can be used for evacuation. With the completion of I-49, even with a 2-lane frontage road, the capacity available

for evacuation would be 5 lanes, all 4 of I-49 using contraflow and one lane of the frontage road.

D-12: Questions additional ROW to the south when area to the north is undeveloped between Davis Pond and Live Oak Boulevard

The design concept for this section of Link 5 is discussed in D-11 above. Approximately 12 feet of additional ROW is proposed on each side of the existing ROW to provide the desirable 25 feet of buffer between a structure and the nearest development. No highway construction is planned within this additional ROW. If all additional ROW were taken on one side, it would be difficult to phase construction with 4 lanes in operation at all times as the existing roadway would not be near the center of the ROW and would be encumbered by the construction activity.

D-13: Prefers a different route between Paul Maillard and Willowdale

Comment noted.

D-14: TSM Alternative

The TSM alternative was eliminated because:

- Except for the portion of Jefferson Parish between Live Oak Boulevard and Ames Boulevard, the corridor is not sufficiently urban, and
- As the existing US 90 is at-grade, no operational improvements would enhance its ability to provide better evacuation.

D-15: Impact to West Regional Library

The need for additional ROW and potential reduction in parking area available at the library is an issue to be discussed between the Library Board and the DOTD Real Estate Section at the time of ROW acquisition.

E. Traffic

E-1: Traffic on Barton Avenue

The construction of I-49 is not expected to have any substantial impact on traffic on Barton Avenue. This traffic is primarily local in nature and is not influenced by the through traffic in the US 90 corridor on I-49.

F: Geometric Design

F-1: Impact of Control of Access on private property

In recognition of the impact of Control of Access at ramp terminals in developed areas, DOTD has included a commitment in the FEIS to engage in a Public Involvement process to address these impacts at the time that design is initiated as discussed in Section 6.3.

F-2: Separate US 90 from I-49

For the entire length of the project, there is a Control of Access roadway, I-49, and a full access roadway running parallel to it. The full access roadway is LA 182 from LA 308 to the intersection with US 90. From there to the interchange leading to the Huey P. Long Bridge it is US 90, and from there to Ames Boulevard it is US 90 Business.

F-3: Reduce width of median

In rural areas the design criteria call for the width of a median to be 72 to 100 feet. With DOTD approval, the median width could be reduced to 36 feet in restricted areas, but there are no restricted areas in the rural portions of this project.

F-4: Reduce size of I-310 Interchange

Given the requirements of stopping sight distances, and the response to F-6 below, this would be a difficult task.

F-5: Maintain existing ramps at I-310

Current design standards result from continuing research on highway safety improvements. As part of this project, any improvements in I-310 must follow current standards, and the existing intersection of US 90 and LA 3127 does not meet current standards.

F-6: Make I-310 to I-49 and I-49 to I-310 ramps parallel

A parallel ramp connecting I-310 southbound to I-49 southbound would need to cross above I-310 where it is at grade and above elevated I-49 where it is elevated in the vicinity of the Pit, compared to the proposed ramp that is at grade or elevated only above at-grade roadways. Other adjustments that cannot be detailed without revising the design would be needed to maintain the minimum distance between the exit from I-310 to LA 3127 and the exit from I-310 to I-49 southbound. The result would be a higher construction cost for parallel ramps compared to the Selected Alternative.

F-7: Inadequate weaving distance at ramp terminals

The minimum distance from an exit ramp terminal to the connecting road is set at 350 feet by AASHTO Green Book, 2004 edition, page 778. This dimension is exceeded at all exit ramps in the project.

F-8: Eastbound exit and westbound entrance needed west of Live Oak

Current traffic projections do not support this need. In fact, it appears that the intersections of the frontage roads with Live Oak and Capitol will no longer require traffic signals after construction of I-49. To provide these ramps, it would be necessary to relocate the proposed diamond ramps serving the Dexter/Homeplace, Butler, and Avondale Gardens intersections which are projected to have greater traffic volumes. It also would require a greater quantity of additional ROW farther west than is currently proposed.

F-9: Interchange in Boutte

The interchange of I-49 with LA 3127 is intended to serve Boutte. In the design year of 2030, average daily traffic on US 90 in the Boutte / Luling commercial area between Paul Maillard and Lakewood is projected to be 9,759 vehicles with 775 vehicles at peak hour providing a Level of Service (LOS) A on US 90 at peak hour, the best possible operating condition, compared to the current LOS F at peak hour, the worst operating condition. In 2030, the intersections of US 90 with both Paul Maillard and LA 3127 would have an LOS B at peak hour. These traffic projections indicate convenient access from Boutte to the I-49 interchange with LA 3127.

F-10: Asks that I-49 be Control of Access

As stated in Section 1.0 on page 1-1 and elsewhere in this FEIS and in the DEIS, I-49 from Raceland to the Westbank Expressway is planned to be Control of Access.

F-11: Questions elevated highway if connected to at-grade sections

I-49 connects to at-grade roadways such as I-310 and US 90 to the east and the west. Flooding could make one or more of these roadways inaccessible. Comment 41-5 questions the value of elevating I-49 given these conditions.

This Environmental Impact Statement concerns I-49 from Raceland to the Westbank Expressway. While it is deemed prudent for evacuation purposes to elevate new interstate highways, many sections of this project are elevated to reduce natural environmental impacts or to improve traffic operations as well as to improve evacuation opportunities. As resources become available, consideration can be given to elevating other sections of the highway network constructed, or currently planned, as at-grade facilities.

G: Relocation**G-1: Project Relocations**

Residential and other relocations associated with the Selected Alternative will be addressed through the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act of 1970), as discussed in Section 5.2.2 of the DEIS, and through DOTD's Acquisition of Right-of-Way and Real Estate Assistance Program. It is DOTD's objective to pay just compensation for all properties required for the project. Relocation resources are available without discrimination to all households and businesses relocated.

G-2: Honor Family Relocation

In Boutte, the required ROW affects the Honor Family that is comprised of several related households living together on land held in common along the BNSF RR just west of Paul Maillard Road. Many, but not all, of their homes would be taken by the usual process of ROW acquisition. To mitigate the impact of dividing the households, DOTD and FHWA have agreed to relocate the Honor Family as a group, including those households whose homes are not in the ROW. This action is beyond customary FHWA or DOTD policy and is proposed in respect of the Honor Family's long-standing communal living arrangements.

In Comment 25-1, one household in the family has indicated that they do not wish to be relocated with the others. As the provision of relocating the family as a group is an opportunity, not a requirement, this household will be able to relocate to a separate site at the time that the ROW acquisition is undertaken.

H: Community Impacts**H-1: Low-Income and Minority Populations**

- In Boutte, the neighborhood affected by the project is bounded by the BNSF Railroad on the south, the Monsanto plant on the east, and generally by the wooded area west of the Pit, a man-made body of water, on the west. While the

neighborhood extends some distance northward toward the Mississippi River along Paul Maillard Road, the area affected is bounded to north approximately at Ponderosa Street. In addition to the relocation of the Honor Family, several residences within another communal landholding on Pit Road would be relocated and there would be the visual addition of the elevated roadway between the neighborhood and the BNSF Railroad, especially as it crosses Paul Maillard Road. Noise impacts on residences on Alexander Street and Paul Maillard Road closest to the ROW also are predicted.

- In Mosella, the affected area includes an estimated five residences that would be relocated from Old Spanish Trail facing the BNSF Railroad. There also would be visual conditions similar to those at Paul Maillard Road as the elevated roadway crosses Old Spanish Trail and US 90, and noise impacts are predicted for the residences closest to the ROW.

Both affected areas have predominantly minority residents.

USEPA guidance advises that, once the potential is identified in the project area for disproportionate impacts to low income and/or minority populations, a public outreach strategy involving consultation with elected officials and community leaders should be initiated. Enhanced public participation is essential in ensuring that the affected community has been informed and provided an opportunity to voice their concerns. **Table 7-5** summarizes the efforts made in this regard.

Relative to mitigating these impacts USEPA guidance recommends:

- Providing assistance to the community to ensure they receive a fair share of the benefits of the project,
- Relocating residents,
- Providing for community oversight to ensure the needs of the community are not adversely affected,
- Timing the project to have the least impact on the community, and
- Addressing indirect impacts prior to project initiation.

Residents of the affected areas have been provided with information regarding relocation programs. During several meetings held in Boutte and Mosella, they have been invited to indicate other aspects of the project that could lessen any burden that they feel would be placed on them. As mitigation, the Honor Family has been provided with a written commitment from DOTD and FHWA to be relocated as a family unit, including those family members whose residences are not in the required ROW. Letters describing this commitment and documents providing the current status of the issue are found in **Appendix 6-A**.

H-2: Meetings canceled with potentially impacted families

Project records indicate that meetings targeting the potential relocatees and the general public in Mosella were held on May 14 and August 2, 2005, as shown in **Table 7-5**. After the latter meeting, an appointment was made at the request of Mr. Donnie Hills for DMJM Harris to meet with him on August 29, 2005, to visit the potential ROW. This did not take place due to Katrina. There is no record of a subsequent request.

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
4/7/2003				Notices of Intent (NOI) for SIU 1 and SIU 2		<i>Federal Register</i>	General Public and Participating Agency
4/7/2003 6:00 PM	St. Charles Council Chamber, Hahnville	X	Parish Council	Introduce the Project	Council meeting, public invited	Public access media	Councilmembers, meeting attendees, & public access
4/16/2003 6:00 PM	St. Charles Council Chamber, Hahnville	X		Introduce the Project	1 st Public Information Meeting SIU 1	Media Advertisement.	General Public in corridor, especially in St. Charles
4/22/2003 6:00 PM	St. Charles Council Chamber, Hahnville	X		Introduce the Project	1 st Public Information Meeting SIU 2	Media Advertisement.	General Public in corridor, especially in St. Charles
4/24/2003 afternoon	WalMart, Luling			Introduce the Project	Information Booth		General Public in corridor, especially in St. Charles
5/3/2003 afternoon	WalMart, Luling	X		Introduce the Project & announce Town Hall on 05/06	Information Booth		General Public in corridor, especially in St. Charles
5/6/2003	St. John the Baptist Church, Paradis	X	Councilmen Authement, Mirmich & Fabre	Introduce the Project	Town Hall	Media Advertisement, flyers at WalMart & Notification by Councilmen	General Public in corridor, especially in St. Charles
6:30 PM				Status report	Informal		President Albert Laque
9/3/2003 10:00 AM	St. Charles Courthouse, Hahnville						
9/26/2003 2:00 PM to close	Alligator Festival, West Bridge Park, Luling	X		Introduce the Project	Information Booth		General Public in corridor, especially in St. Charles
9/27/2003 2:00 PM to close	Alligator Festival, West Bridge Park, Luling	X		Introduce the Project	Information Booth		General Public in corridor, especially in St. Charles

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

	Meetings Open to General Public			Enhanced Communication Opportunity for Low Income and Minority Residents		Meetings concerning Low Income and Minority Issues	
Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
11/4/2003	St. John the Baptist Church, Paradis	X		Present initial alternatives	2 nd Public Information Meeting SIU 2	Media Advertisement & mailings to all addresses in relevant zip codes	General Public in corridor, especially in St. Charles
6:30 PM							
11/11/2003	St. John the Baptist Church, Paradis	X		Present initial alternatives	2 nd Public Information Meeting SIU 1	Media Advertisement. & mailings to all addresses in relevant zip codes	General Public in corridor, especially in St. Charles
6:30 PM							
12/1/2003	St. Charles Courthouse, Hahnville			Project status report including identified Boutte issues relative to low income & minority residents	Informal		Councilman Clayton Faucheux
10:00 AM							
12/15/2003	St. Charles Courthouse, Hahnville			Project status report including identified Boutte issues relative to low income & minority residents	Informal		Councilman Barry Minnich
10:00 AM							
12/17/2003	St. Charles Courthouse, Hahnville			Project status report including identified Boutte issues relative to low income & minority residents	Informal		President Albert Laque
10:00 AM							

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
1/20/2004	St. Charles Courthouse, Hahnville			To get assistance in establishing contact with Boutte community	Informal		Mr. Tim Vial, Parish Chief Administrative Officer
2:00 PM							
2/5/2004	Diggs Residence, 1904 Paul Maillard Rd., Boutte			To ask Mr. Diggs' assistance in arranging Town Hall meeting in Boutte for potentially affected residents	Informal		Mr. Russell Diggs, Boutte resident & property owner in proposed ROW
1:30 PM							
2/10/2004	St. Charles Courthouse, Hahnville			Project status report including Boutte issues	Informal		President Albert Laque
9:30 AM							
3/18/2004	Frank Crowley Masonic Lodge, Boutte	X		Present alternatives that potentially could impact Boutte	Town Hall	Media Advertisement, and door hangers in Boutte: US 90 to Ponderosa St.	Residents of potentially affected area of Boutte
7:00 PM							
4/13/2004	Sen. Joel Chaisson's law office, Destrehan			Discuss potential impacts to Boutte	Informal		Sen. Chaisson
10:30 AM							
4/26/2004	Mt. Zion Baptist Church, Boutte	X	Boutte residents as follow-up to 03/18	Discuss potential impacts to Boutte	Q&A	e-mail & word of mouth	Residents of potentially affected area of Boutte
8:00 PM							

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
5/11/2004 8:00 PM	Mt. Zion Baptist Church, Boutte	X	Boutte residents as follow-up to 04/26	Discuss potential impacts to Boutte	Informal	e-mail & word of mouth	Residents of potentially affected area of Boutte
5/20/2004 6:30 PM	St. John the Baptist Church, Paradis	X		Present alternatives proposed for inclusion in SIU 1 DEIS	3rd Public Information Meeting SIU 1	Media Advertisement post cards and e-mail to previous meeting attendees and other contacts	General Public in corridor, especially in St. Charles
5/26/2004 8:00 PM	Mt. Zion Baptist Church, Boutte	X	Boutte residents as follow-up to 05/11	Discuss potential impacts to Boutte and presentation by DOTD Real Estate Section	Informal	e-mail & word of mouth	Residents of potentially affected area of Boutte
7/30/2004 11:30 AM	St. Charles Parish Courthouse			Discuss what would be presented on 08/17 and status of Boutte	Report to Parish President		President Laque and Mr. Vial
8/17/2004 6:30 PM	St. John the Baptist Church, Paradis	X		Present alternatives proposed for inclusion in SIU 2 DEIS	3rd Public Information Meeting SIU 2	Media Advertisement post cards and e-mail to previous meeting attendees and other contacts	General Public in corridor, especially in St. Charles

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
9/7/2004	St. Charles Council Chamber, Hahnville	X	Parish Council	Explain to Council why southern alternative not included in DEIS for SIU 2 and why Boutte is impacted	Council meeting	Print & Public access media	Councilmembers, meeting attendees, & public access media viewers
6:00 PM							
9/29/2004	St. Charles Courthouse, Hahnville		Parish Council	Reached agreement to study Alternative U, Council's preferred southern route	Follow up 09/07 Council meeting		St. Charles officials
9:30 AM							
11/29/2004	Mt. Zion Baptist Church, Boutte			Give DOTD and FHWA an opportunity to meet with Boutte residents directly			Residents of potentially affected area of Boutte
10:00 AM							
12/2/2004	St. Charles Courthouse, Hahnville			Status of project and relocation issues in Boutte	Report to local officials on Alternative U		President Albert Laque & Councilmen Lance Marino, Clayton Fauchaux, & Desmond Hilaire
9:00 AM							
12/15/2004	St. Charles Courthouse, Hahnville			Status of project and relocation issues in Boutte	Report to local officials on Alternative U and Boutte		St. Charles officials
9:00 AM							

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
12/16/2004	DOTD HQ, Baton Rouge		DOTD	Status of project with emphasis on Link 3 and Boutte resident concerns	Status Report & Q&A	Neighborhood leaders invited by DOTD	DOTD, FHWA, and Boutte resident leaders
1:00 PM							
2/23/2005	Sen. Chaisson's law office, Destrehan			Honors, Alternative U. & other SCP issues	Informal discussion		DOTD, Sen. Chaisson, Rep. Smith, Pres. Laque
9:00 AM							
6/9/2005	St. Charles Courthouse, Hahnville		Council	Status Report	Informal discussion		Pres. Laque, Councilmen Walls & Fabre, Mr. Vial &
2:00 PM							
6/13/2005	St. Charles Courthouse, Hahnville		Council	Status Report	Informal discussion		Pres. Laque, Councilmen Marino, Fauchoux, & Hilaire, Mr. Vial & Mr. Simon
10:00 AM							
1/22/2005	Mt. Zion Baptist Church, Boutte	X	Boutte neighbors	Discuss relocation and real estate policies & Q&A	Informal discussion	E-mail and post cards to target attendees assisted by Council staff	Honor and Harris/Hill Families
9:00 AM							
1/22/2005	Mt. Zion Baptist Church	X	Boutte neighbors	Discuss relocation and real estate policies & Q&A	Informal discussion	E-mail and post cards to target attendees assisted by Council staff	Residents of potentially affected area of Boutte
10:00 AM							
1/22/2005	Mt. Zion Baptist Church	X	Boutte neighbors	Discuss project affect on Cemetery on Alexander Street	Informal discussion	E-mail and post cards to target attendees assisted by Council staff	Representatives of Mt. Airy Baptist Church, owner of the cemetery
1/22/2005	Mt. Zion Baptist Church	X	Boutte neighbors	Discussion of earlier meetings during the day.	Informal discussion	E-mail and post cards to target attendees assisted by Council staff	Parish President & Councilmembers
2:00 PM							

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Enhanced Communication Opportunity for Low Income and Minority Residents		Meetings concerning Low Income and Minority Issues	
1/22/2005 4:00 PM	Mt. Zion Baptist Church	X	Boutte neighbors	Presentation of project status followed by Q&A	Presentation & Q&A			E-mail and post cards to target attendees assisted by Council staff	All residents of Boutte
5/14/2005 10:00 AM	First Baptist Church, Paradis	X		Discuss relocation and real estate policies & Q&A	Informal discussion			Flyers to each residences potentially affected in Mosella	Residents of potentially affected area of Mosella
8/2/2005 6:00 PM	First Baptist Church, Paradis	X	St. Charles Committee for I-49, citizens opposing the Preferred Alternative	To discuss alternatives for Link 3 and to allow residents to express their views	Town Hall			Flyers, media advertisement, and word of mouth	General Public in corridor
8/3/2005 6:00 PM	St. Charles Council Chamber	X		Discussion of DOTD/FHWA commitment to relocate Honor Family as a group	Presentation followed by Q&A			Telephone & e- mail to target group	Honor Family members, Sen. Joel Chaisson, & Parish Council. Councilmen Clayton Faucheux & Desmond Hilaire
11/15/2005 4:30 PM to 8:30 PM	St. Charles Courthouse, Hahnville	X		Comments on SIU 1 DEIS	Public Hearing with Open House format			Media Advertisement post cards and e- mail to previous meeting attendees and other contacts	All parties interested in SIU 1

Table 7-5
Public Involvement relative to Low Income and Minority Residents of St. Charles Parish

Meetings Open to General Public			Enhanced Communication Opportunity for Low Income and Minority Residents		Meetings concerning Low Income and Minority Issues		
Date & Time	Location	Weekend or Evenings	At request of	Subject	Type of Meeting	Public Notified by	Target Group
3/3/2007				Notice of intent (NOI) for combining of the EIS to include both SIU 1 and SIU 2		<i>Federal Register</i>	General Public and Participating Agency
3/22/2007 4:00 PM to 8:00 PM	Alario Center, Westwego	X		Comments on Unified DEIS	Public Hearing with Open House format	Media Advertisement post cards and e-mail to previous meeting attendees and other contacts	All parties interested in I-49 Raceland to the WBE
3/27/2007 4:30 PM to 8:30 PM	St. Charles Courthouse, Hahnville	X					
3/29/2007 4:00 PM to 8:00 PM	KC Hall, Raceland	X					
7/25/2007	DOTD HQ, Baton Rouge			Concur in Selected Alternative	Discussion of Participating Agency Comments		Representatives of Participating Agencies. Relative to Environmental Justice concerns, the comments by EPA are most important. The EPA representative reiterated that the agency gave the EIS a rating of LO (Lack of Objection), the highest available.
8/7/07 through 8/10/07				Communication between DOTD Real Estate Section and Honor family concerning relocation.			Honor Family

I: Economic Impacts**I-1 Lowering of Property Values**

Properties adjacent to the ROW, or close enough to be impacted by noise, may become less valuable for residential uses, but may appreciate for commercial uses, especially if accessible from an interchange.

The I-49 corridor in general will see an increase in property values as regional and national access is greatly improved.

I-2 Impact on US 90 Businesses

Economic impacts resulting from transportation projects typically fall into the following categories:

- distribution of development,
- tax revenues,
- public expenditures,
- employment opportunities,
- accessibility,
- cost and availability of retail goods and services, and
- retail sales.

It is commonly found that the only measurable impacts would be to the category of retail sales for establishments that are dependent on traffic. These impacts are influenced by distance from the nearest interchange, distance between interchanges, and ease of access. No measurable impacts are anticipated regarding the other categories.

J: Vibration**J-1: Vibration during Construction and Operation**

Vibration during construction is a temporary effect of some construction activities with any resulting damage usually occurring within 25 feet of the source. As this distance is commonly within the ROW of a highway project, the potential for damage is slight. Sections 6.2.12 and 6.3 of this FEIS have been modified to address vibration during construction.

Vibration during operations is not expected to be a concern as there is rapid attenuation of vibration levels that dip below the threshold of perception at approximately 150 feet from the travel lanes

K: Noise**K-1: Traffic Noise**

Noise levels resulting from traffic were determined in accordance with FHWA regulations and guidance published as Section 772 of Title 23 of the Code of Federal Regulations and with DOTD Traffic Noise Policy (2004). There are 2,518 receptors along the US 90 / I-49 corridor that were identified and analyzed for potential noise impacts. As discussed in Sections 4.4 and 5.4 of the FEIS, there was an analysis of both feasibility and reasonableness. **Table 7-6** below summarizes the findings for the locations discussed in Comments 30-1, 33-2, 35-1, and 36-1.

Table 7-6
Noise Study Findings Commented Upon

Site	Barrier Tested	Feasible	Cost	Reasonable
LA 1 Interchange Comment 30-1	None / no impact predicted	n/a	n/a	n/a
Cypress Drive Comment 33-2	None / no impact predicted	n/a	n/a	n/a
Cypress Point Comment 35-1	10 ft high and 3,000 ft long, mounted on elevated I-49	no	n/a	n/a
	17 ft high and 2,300 ft long ground mounted on frontage road	no	n/a	n/a
	Both barriers	yes	\$1,469,290	no
Bible Church Comment 36-1	10 ft high and 1,000 ft long, mounted on elevated I-49	no	n/a	n/a

K-2: LA 1 Interchange

As summarized in the **Table 7-6**, within the context of this project, there is no noise impact in the vicinity of the LA 1 interchange. Comment 30-2 indicates that at the time the LA 1 interchange was constructed residents of South Service Road were told that noise would be studied and corrected when the road became I-49. At this point in time, it is not possible to determine any noise impact that may have been projected to result from the construction of the LA 1 interchange ramps because project records are not maintained beyond 25 years. The FEIS for the LA 1 interchange received a Record of Decision on November 5, 1971, and the project was completed and closed on May 23, 1980.

L: Navigation

L-1: Navigation design criteria

Section 5.5.4 Navigation has been added to the FEIS. This section identifies existing navigable waterways in the corridor, describes potential impacts on the waterways, and identifies the analyses and agency coordination to be undertaken during design to avoid or minimize adverse impacts on navigation during the construction and operation of the project.

Section 2.3.4.4 contains a reference to Section 5.5.4.

M: Levee Issues

M-1: Proximity to proposed flood control structure and levee

It is the intent, as discussed in M-3 below, to maintain separate rights-of-way for I-49 and any levees to be constructed in the vicinity. As the alignments of the structure and the levee referenced in comment 5-1 have not been established, it will be the role of the USACE to provide adequate separation from I-49.

M-2: Clearance over Levees

Section 5.9.2 has been revised to indicate that the elevated highway design would provide vertical clearance of existing levees and those that have been designed and funded prior to the final design of this project.

M-3: I-49 should share alignment with hurricane protection levee

Early in the Alternatives Analysis phase, consideration was given by the sponsors of this project and the USACE to a common ROW for the proposed Donaldsonville to the Gulf levee project and I-49 South, including the potential to place the highway on the levee. While levee construction typically requires years to reach completion to ensure that adequate settling occurs as each layer of material is placed, highway construction, especially on elevated structures, is a much faster process. Additionally, placing the highway on the levee could endanger the highway or eliminate it as an evacuation route due to its position nearer the area of greatest risk or through a catastrophic failure of the levee.

Due to these considerations, the concept of a joint ROW was eliminated.

M-4: Prefers levees to highways

Comment noted.

M-5: Levees should precede highways

Comment noted.

N: Coastal Areas**N-1: Coastal Forest Protection**

The Alternatives Analysis to determine an alignment of the Preferred Alternative focused on avoiding or minimizing impacts to wetlands. The wetland analysis in this FEIS identifies the unavoidable impacts, including those to wetland forests. Consistent with the recommendations of the Governor's Advisory Panel on Coastal Forests and Use and with the Clean Water Act and other state and federal regulatory requirements, further examination of measures to avoid or minimize impacts will be performed during final design and permitting phases of the project. Remaining unavoidable impacts will require mitigation in accord with USACE regulations. It is anticipated currently that forested impacts would be mitigated through the purchase of credits in a bank in the project watershed.

O: Cultural Resources**O-1: Site numbers for new sites**

The official site numbers for new archaeological sites Canal 22 and 4A-1 are 16SC81 and 16SC82 respectively. Section 4.13 of this FEIS will include this information.

O-2: Additional Discussion of Site 16SC70

Additional discussion of Site 16SC70 has been inserted as the second paragraph in Section 5.12.2 of this FEIS.

P: Construction**P-1: Construction method**

The impact calculations presented in the FEIS assume traditional construction methods. The appropriateness of various construction methods will be evaluated during project design and permitting phases to avoid or further minimize impacts.

Q: Project Costs**Q-1: Revise document to eliminate any inconsistencies in the reporting of costs**

The FEIS has been revised to correct the estimate in Year of Expenditure dollars in Section 5.20.2.

R: Wetlands and Water Management**R-1: Lack of specific mitigation for fresh marsh**

Section 6.2.4 has been augmented with a greater discussion of compensatory mitigation. This section acknowledges the need to develop a mitigation plan that includes in-kind mitigation to the extent practicable for unavoidable impacts on all wetland types including freshwater marsh.

R-2: Louisiana Pollutant Discharge Elimination System (LPDES)

Sections 6.1 and 6.1.3 and Table 6-1 of this FEIS have been modified to address concerns relative to the LPDES in addition to Storm Water General Permits.

R-3: Storm Water General Permit

Sections 6.1 and 6.1.3 and Table 6-1 of this FEIS address the requirements for a Storm Water General Permit relative to this project.

R-4: Control Non-point Source Pollution

Sections 6.2.12 and 6.3 of this FEIS have been modified to address the control of non-point source pollution during construction.

R-5: USACE Permit Requirements and Water Quality Certification

The relationship of the permit requirements of USACE and LDEQ are discussed in Section 6.1.2 of this FEIS.

R-6: Precautions to Protect Groundwater

The potential impact to groundwater is discussed in Section 5.5.2.2 of this FEIS and Sections 6.2.12 and 6.3 of this FEIS have been modified to address the protection of groundwater.

R-7: Mitigation Options not included in DEIS

A mitigation plan will be prepared during design that examines mitigation needs and the full range of mitigation options. See also Response R-1.

R-8: Mitigation Ratio

This will be determined during the permit process.

R-9: Damage to wetlands by existing highways

There is no readily available source of data covering the damage to wetlands resulting from construction of specific roadway projects from which an answer to the question can be obtained. In relation to the alignment of I-49, or any other roadway being studied, the goal is to find the least damaging yet practicable alternative to meet the Purpose and Need of the roadway being studied. Because of the lack of source data, no attempt has been made to quantitatively assess damage to wetlands in the context of what may have been the least damaging yet practicable alignment for some other Purpose and Need, but would be excessive for the one under study.

S: Other Issues**S-1: Boat launch at Bayou Des Allemands**

Creation of a boat launch on Bayou Des Allemands with direct access from I-49 is outside the scope of the project.

S-2: Make ROW available for recreation

Current procedures make this possible through the Joint Use program following construction.

S-3: Hazardous Spills

The probability of hazardous spills, similar to the probability of all types of accidents, is reduced in the build condition compared with current conditions because statistically Control of Access highways are safer than full access roadways.

S-4: Accidents

See Response S-3.

S-5: Property Use

One function of the EIS is to disclose to interested parties the probable impacts of the project. If the proposed additional ROW does not call for acquisition of property owned by the church, no constraints on the use of the property should be anticipated.

S-6: Crime

Comment noted

S-7: Induced development

Section 5.24.2.2 presents the induced and secondary impacts analysis. In furtherance of the economic development discussion in that section, I-49 may attract commercial development at proposed interchanges, but these interchanges are located along US 90 where development has already occurred. The Control of Access characteristic of an interstate highway precludes development other than at interchanges.

T: Clarifications and Document Errors**T-1: Hubcap City Avenue improperly located**

This has been corrected on Plate 66 of this FEIS.

T-2: Difficulty to locate SIU 2 maps on website

It is believed that this condition arose from the commenter being unaware that the SIU's had been combined at the time the maps of SIU 2 were sought. An explanatory e-mail was sent in response that is assumed to have resolved the problem as no further communications were received in this regard.

T-3: Correct error on page S-12 of DEIS

This correction has been incorporated into this FEIS.

T-4: Correct typo on page 1-10 of DEIS

This correction has been incorporated into this FEIS.

T-5: Revise “most practicable” to read “yet practicable”

This revision has been incorporated throughout this FEIS.

T-6: Matrix of Alternatives needed

Appendix 2-C of the DEIS contained the matrix of alternatives for SIU 1. **Appendix 2-C** of this FEIS also includes the matrix of alternatives from the unpublished DEIS for SIU 2. .

T-7: Correct NAAQS table on page 4-22 of DEIS

This correction has been incorporated into this FEIS.